

URBAN/MUNICIPAL
CA4 ON HBL A05
CSIT6

Nov. 30/92

AGENDAS / MINUTES OF THE
TRANSPORT AND ENVIRONMENT
COMMITTEE OF COUNCIL
Nov. 30/92 -



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CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON

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TEL: 546-2700
FAX: 546-2095

URBAN/MUNICIPAL

CAY ON HBL AOS
CSIT6

1992

1992 November 26


NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1992 November 30

9:30 o'clock a.m.

Room 233, City Hall


Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

URBAN MUNICIPAL

NOV 1992

GOV'TMENT DOCUMENTS

1. DELEGATIONS (9:30 o'clock a.m.)

- (a) Proposed Alleyway Closure between Forest Avenue and the southerly limit of the T.H. & B. Right-of-Way
- (b) City Tree Removal (Alderman F. D'Amico)
21 Abbington Drive, Mr. F. Reichl
- (c) City Tree Removal - 355 Bay Street South, Mr. V. DeBenedictis
- (d) Intersection of High Street and Idlewood Avenue
Intersection Control - Alderman T. Jackson
- (e) Sanatorium Road at West 32nd Street - Stop Sign Removal -
Alderman D. Ross

2. CONSENT AGENDA

3. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

- (a) Philip Environmental Inc.
52 Imperial Street - Amendment to Certificate of Approval
- (b) Harbour Front Recycling Inc.
- Amendment for Certificate of Approval

4. DIRECTOR OF TRAFFIC

School Crossing Guard - Bendamere Avenue and Upper Paradise Road

5. CITY CLERK

Pitch-in Ontario - Request for Funding

6. PLANNING AND DEVELOPMENT COMMITTEE

Bay Street Closure -
North End East and West, Community Improvement Plan

7. ALDERMAN T. ANDERSON

School Crossing Guard
Mohawk Road East and Terrace Drive (Traffic Department Report to Follow)

8. ALDERMAN V. J. AGRO

355 MacNab Street North, Rear Alley

9. OTHER BUSINESS

10. ADJOURNMENT

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEMS	ORIGINAL DATE	ACTION	STATUS
1.	Criteria and Report of School Crossing Guards	1992 January 6	Mr. M. Main, Director of Traffic Services	Comprehensive Report Pending Services
i.	Intersection of Kenilworth Avenue and Monterey Avenue	1992 January 6	Alderman D. Wilson	Tabled
ii.	Intersection of Sanatorium Road and Rice Avenue	1992 January 6	Alderman D. Ross	Tabled
iii.	Intersection of Main Street West and Whitney Avenue	1992 January 6	Alderman M. Kiss	Tabled
2.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Mr. M. Main Director of Traffic	Report Pending Public Meeting
3.	Intersection of Sterling Street and Dalewood Crescent	1992 July 20	Alderman M. Kiss	Tabled - Prepare Report
4.	Corner Clearances - Intersection of Marion Avenue South and South Oval	1992 August 17	Mr. M. Main Director of Traffic	Report Pending - 6 months February, 1993
5.	Intersection of Flatt Avenue and Glenside Avenue	1992 August 17	Alderman M. Kiss	Tabled
6.	Intersection of Franklin Avenue and Longwood Road North	1992 August 17	Alderman M. Kiss	Tabled
7.	Parking Regulations - Bond Street South between Marion Avenue South and Main Street West	1992 September 21	Alderman M. Kiss	Tabled
8.	That a four-way stop control intersection of Broker Drive and Brentwood Drive	1992 October 19	Mr. M. Main, Director Traffic Services	Report Back in 6 months time
9.	Reserved Parking for Physically Disabled	1992 November 2	Mr. J. G. Pavelka C.A.O.	Prepare Report

Kevin C. Christenson, Secretary

1992 November 26

1(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 3
T103-03 (296) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

RECEIVED

NOV 20 1992

CITY CLERKS

SUBJECT:

Proposed Alleyway Closure:
Between Forest Avenue and the Southerly Limits
of the T.H. & B. Right-of-Way

RECOMMENDATION:

- i.
- a) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop-up and close a portion of the unassumed alleyway between Forest Avenue and the southerly limits of the T.H. & B. Right-of-Way;
 - b) That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed;
 - c) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court;
 - d) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor;

Cont'd

-Page 2-
November 3, 1992

Proposed Alleyway Closure:
Between Forest Avenue the Southerly Limits
of the T.H. & B. Right-of-Way

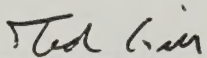
Cont'd

- e) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act;
- f) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner.

Provided the Judge's Order to close the highway is granted:

ii.

- a) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-law for the sale of the closed highway to the abutting owner.
- b) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the By-law.



E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd...

-Page 3-

November 3, 1992

Proposed of Alleyway Closure:

Between Forest Avenue the south limits of the
T.H. & B. Right-of-Way

Cont'd

BACKGROUND:

A request has been received from G. Pimentel, agent for The Toronto, Hamilton & Buffalo Railway Company Limited, (C/O CP Rail Properties, 40 University Ave, Toronto, Ontario M5J 1T1) the abutting owner, to close the subject alley as shown on the attached drawing.

The present alley system is in the block bounded by Charlton Avenue East, Ferguson Avenue South, Young Street and Wellington Street South. The Toronto, Hamilton and Buffalo Railway Company Limited is the titled owner of the lands on either side of the subject alleyway and has occupied this unassumed land since 1897.

We have circulated notice of closure to the affected municipal departments and public utility companies and no objections were presented . Circularization to area residents is now complete and the results are as follows:

Total number circularized - 416

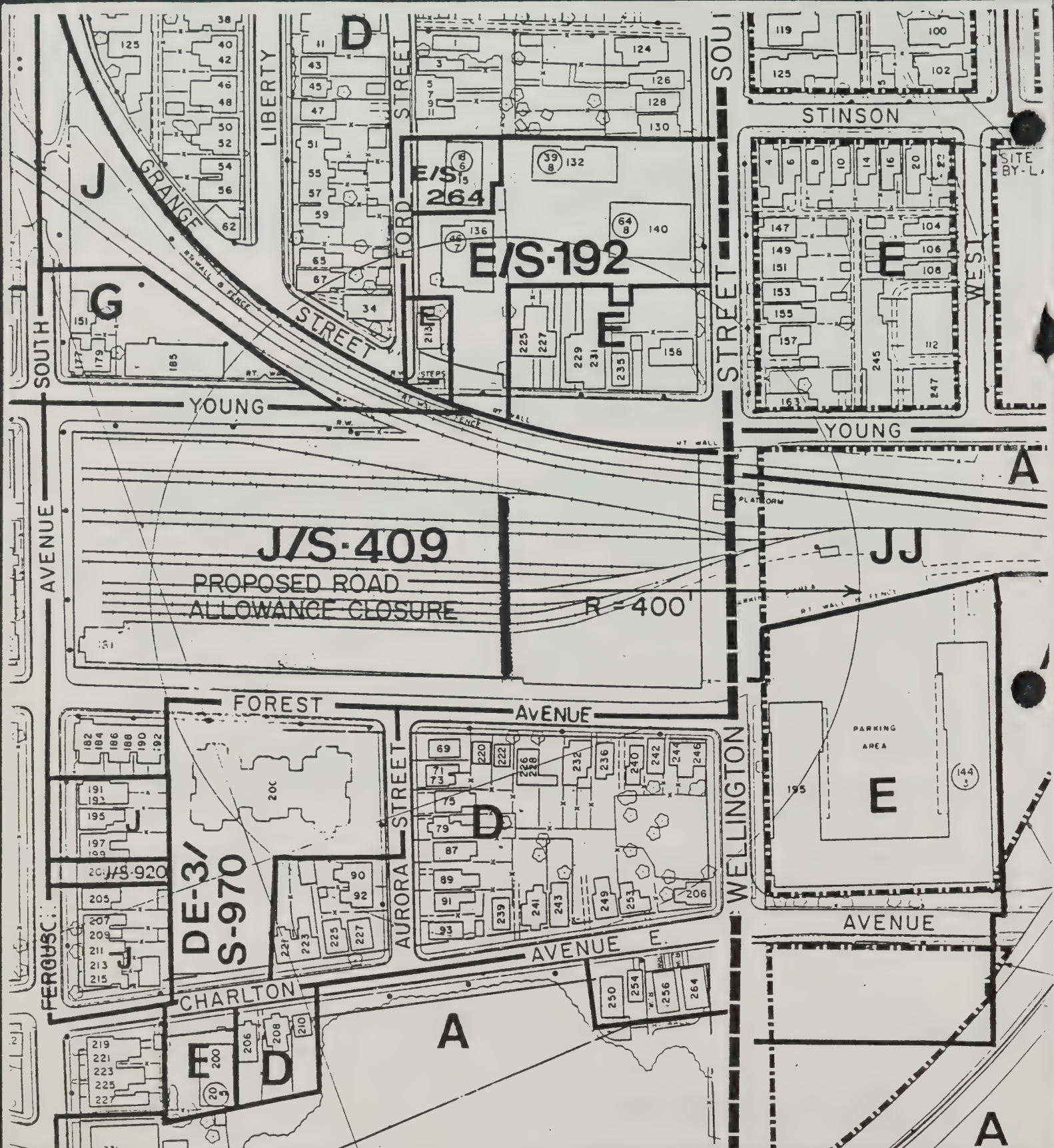
In favour - 6 Opposed - 2 No Response - 408

Of the two negative responses received, one gave no reason and the other indicated that the area should be developed into a park.

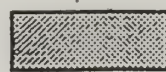
Since the applicant is the abutting owner on both sides of the alleyway and has used the property for the last ninety five years and since there has been no legitimate opposition to the request, this Department is in favour of the closure.

 JKC:
Encl.

c.c. A. Zuidema, Law Department
c.c. Alderman V. Agro
c.c. Alderman Wm. McCulloch



LOCATION PLAN FOR
CLOSURE OF ROAD ALLOWANCE



PROPOSED ROAD ALLOWANCE
CLOSURE

SCALE
N.T.S.

FILE NO.
T103-03 (296)

NORTH



CITY COUNCIL
HAMILTON, CANADA

Alderman Frank D'Amico

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES: (416) 389-7695 - Ward 8

1992 October 19

Mr. Kevin Christenson
Secretary
Transport and Environment Committee

Dear Mr. Christenson:

Would you please place the following item on the next agenda of the Transport and Environment Committee for the meeting of 1992 November 2.

City Tree Removal -

**Mr. F. Reichl
21 Abbington Drive
Hamilton, Ontario**

Thanking you in advance for your cooperation in this matter, I remain,

Yours very truly,

Frank D'Amico/ma

Frank D'Amico
Alderman, Ward 8

c.c. Alderman H. Merling, Chairperson, Transport and Environment Committee
c.c. Mr. F. Reichl, 21 Abbington Drive, Hamilton, L9C 4R2

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 October 29

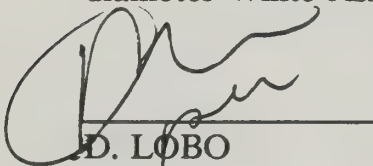
REPORT TO: Mr. K. Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: City Tree Removal - 21 Abbington Drive
(92.0126 92.2207)

RECOMMENDATION:

That the Transport and Environment Committee not approve removal of the City tree (14" diameter White Ash) at 21 Abbington Drive.



D. LOBO
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Under the City of Hamilton By-law No. 92-155 respecting trees passed by Council on June 30, 1992; subsection 5(2) does not permit the removal of this healthy public tree. However, under subsection 7(2), City Council may only under exceptional circumstances approve the removal of a healthy public tree. Subsection 10(2) states that if approval is given the proponent shall pay the City the cost of removing the tree plus the cash value of the tree as established.

The costs for same are as follows:

Cost to remove tree - 4 hours	\$400.00
Cost to remove stump	\$100.00
Value of tree (includes replacement)	<u>\$450.00</u>
Total:	\$950.00

BACKGROUND:

On September 15, 1992, Mr. Frank Reichl of 21 Abbington Drive contacted the Public Works Department, Parks Division, Forestry section to complain about the excessive seeds falling from the 14" diameter Ash tree located at the side of his house. He was advised at that time that a Forestry investigator would be sent to his home to determine ownership of the tree and assess the situation.

On September 17, 1992, it was confirmed with Mr. Reichl that the tree was located on the City road allowance and therefore City owned. And, that because of the healthy condition of the tree staff could not undertake removal, but that we would send a crew to trim it well back from his house.

On September 23, 1992, the tree was trimmed.

On September 21, 1992, Public Works, Parks Division received a letter from Mr. Reichl explaining that he had contacted Alderman D'Amico's office and that trimming the tree was not satisfactory. In the letter Mr. Reichl stated that he was disabled and could not continue cleaning his eavestroughs and that the offending tree should be removed.

On October 2, 1992, Mr. Reichl was advised by a letter from our Public Works Department, Parks Division that removal of this tree was prohibited under the existing City By-law respecting trees. However, Forestry staff would continue to perform any maintenance required. Alderman D'Amico was also notified at this time, by memo, regarding the City By-law respecting trees and that City Council only under exceptional circumstances could approve the removal of this tree.

CONCLUSION:

The Public Works Department, Parks Division, Forestry staff have investigated this tree and found the publicly owned 14" diameter White Ash at 21 Abbington Drive to be in healthy condition and do not recommend removal. The tree trunk is approximately 15' from the side of Mr. Reichl's house and it has been trimmed well back by Forestry staff. The excessive seed production is a result of previous years drought-like conditions and the tree's internal system trying to ensure the existence of it's species.

RG/rb

cc R. Chrystian, Manager of Parks
cc J. Pook, Horticulturist
cc M. MacKinnon, General Foreman, Forestry

CITY OF HAMILTON
- RECOMMENDATION -

1(c)

DATE: 1992 November 20

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

RECEIVED

FROM: Mr. D. Lobo
Director of Public Works

NOV 23 1992

CITY CLERKS

SUBJECT: Removal of City Tree/Trees - 355 Bay Street South

RECOMMENDATION:

That the Transport and Environment Committee not approve the removal of the City tree/trees (two 26" diameter Sugar Maples) on the road allowance at 355 Bay Street South.

D. Lobo

D. LOBO
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Under the City of Hamilton By-law No. 92-155 respecting trees passed by Council on June 30, 1992; Subsection 5(2) does not permit staff to authorize the removal of a healthy public tree. However, under Subsection 7(2), City Council may only under exceptional circumstances approve the removal of a healthy public tree. Further, Subsection 10(2) states that if approval to remove is granted the proponent shall pay the City cost of removing the tree plus the cash value of the tree. These costs per tree are as follows:

Cost to Remove - 8 hours	\$1,224
Cost to Remove Stump - 2 hours	\$ 232
Value of tree (includes replacement)	<u>\$2,400</u>
Total Per Tree	\$3,856

BACKGROUND:

On September 9, 1991 Mr. DeBenedictis of 25 Braemar Place contacted the Public Works Department, Parks Division, Forestry section stating that the trees (two 26" Sugar Maple trees) located at 355 Bay Street South were interfering with the driveway approach proposed for his new house and that they must be removed. He was advised at the time that a foreman would be sent to his home to determine ownership of the trees and assess the situation.

On September 10, 1991 Mrs. DeBenedictis contacted the Public Works, Parks Division, Forestry section stating the exact same thing as her husband stated the previous day. She was also told that a foreman would be sent to the home to assess the situation.

On September 11, 1991 Mr. Chuck Keenan, a foreman with our Forestry section, confirmed that the trees were publicly owned and in good condition. The DeBenedictis couple were advised at this time that because of the healthy condition of the trees, staff could not undertake the removal of same.

On July 27, 1992 a letter from Joanna DeBenedictis was received by the Public Works Department addressed to Mr. Jim Pook, City Horticulturist asking him to have the trees removed because they were decayed and hazardous and causing interference with driveway construction for their new residence.

On October 6, 1992 a letter was sent to Mrs. DeBenedictis with two proposals:

1. That the driveway be installed between the two trees. The driveway must be hand dug within the dripline of these trees and constructed of pervious surface treatment (interlock pavers) to allow adequate air and water filtration to the existing root system.

OR

2. That the driveway be located on the north side of the property angling toward the garage, also being hand dug within the dripline and installing a pervious surface treatment.

Mrs. DeBenedictis was also advised by this letter that the removal of these publicly-owned trees was prohibited under the existing by-law 92-155 respecting trees, and that City Council only under exceptional circumstances could approve the removal of these trees.

On November 13, 1992, R. Chrystian and J. Pook attended an on-site meeting with Mrs. DeBenedictis to explain further the intent of the above proposals and the basis of By-law 92-155.

CONCLUSION:

The Public Works Department, Parks Division, Forestry staff have investigated these trees and found them to be presently in good condition and do not recommend removal. Regarding the projected condition of the affected trees, staff note concern for their long term health due to the compaction that has occurred from construction activity and the stockpiling of fill/construction material within the dripline.

RG/rb

cc R. Chrystian, Manager of Parks
cc J. Pook, Horticulturist
cc M. MacKinnon, General Foreman, Forestry

CITY OF HAMILTON
- RECOMMENDATION -

200 1(d)

DATE: 1992 August 24

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

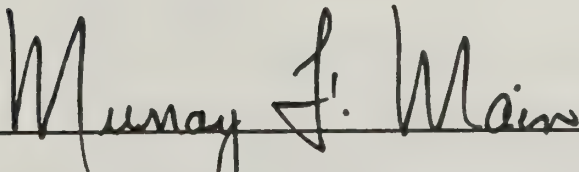
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of High Street and Idlewood Avenue - Intersection Control. [TEC-165-92]

RECOMMENDATION:

That three-way stop control not be implemented at the intersection of High Street and Idlewood Avenue.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of stop signs on Idlewood Avenue at High Street would result in additional motor vehicle operating costs in the order of \$10,000.00 per year.

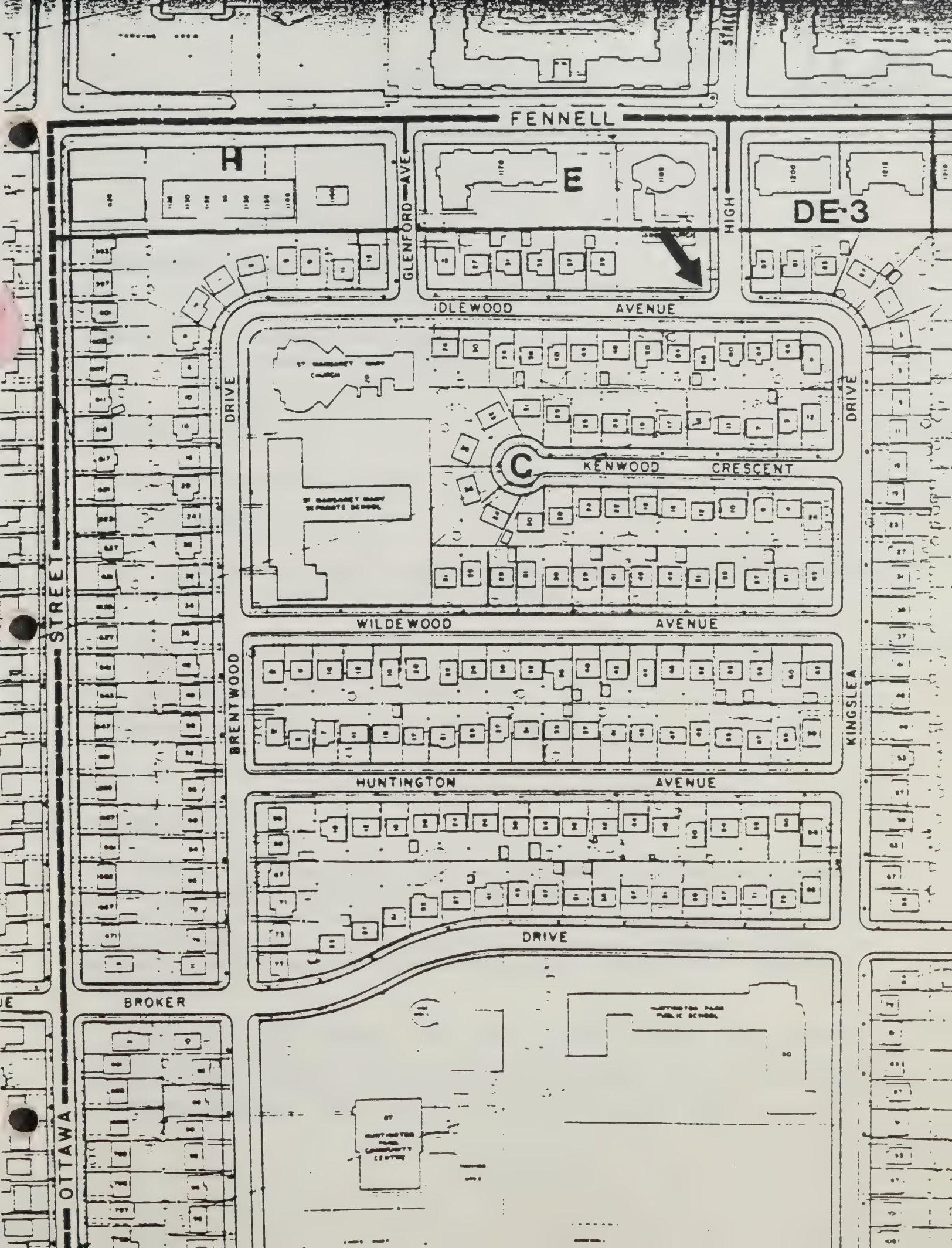
BACKGROUND:

Alderman Tom Jackson recently asked the Traffic Department to report to the Transport and Environment Committee respecting the feasibility of implementing three-way stop control at the intersection of High and Idlewood. No specific concerns were given regarding the operation of this intersection.

Presently, there is a three-way stop at Glenford and Idlewood which is only approximately 500 feet west of the subject intersection. Also, there is a 90 degree turn in the roadway only 150 feet east of the subject intersection. The Traffic Department would consider an additional stop on Idlewood at High to be over-restrictive and unnecessary.

The Traffic Department has assessed this request and has the usual concerns respecting unwarranted all-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the observation of stop signs is deteriorating every year. Therefore, for the above-mentioned reasons, the Traffic Department does not support the request for three-way stop control at this intersection.

MH/ca



FENNELL

GLENFORD AVE

HIGH

DE-3

IDLEWOOD AVENUE

DRIVE

DRIVE

KENWOOD CRESCENT

WILDEWOOD AVENUE

BRENTWOOD

KINGSLEA

HUNTINGTON AVENUE

DRIVE

BROKER

HUNTINGTON PUBLIC SCHOOL

ST. MARY'S HIGH SCHOOL

STREET

OTTAWA

2 1(e)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 October 22

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

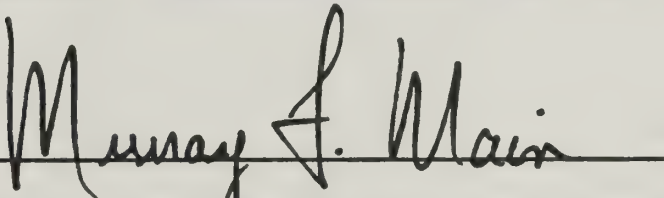
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Sanatorium Road at West 32nd Street - Stop Sign Removal. (TEC-216-92)

RECOMMENDATION:

That no action be taken on the request to remove the existing east/west stop sign at the intersection of Sanatorium Road and West 32nd Street.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On 1991 July 22, the Transport and Environment Committee reviewed and approved a report recommending that stop signs be erected on Sanatorium Road at regular intervals in an attempt to reduce the volume of traffic on Sanatorium Road and revert the street to serving the function of a local residential street rather than a through arterial route. The stop sign located at West 32nd Street was one location chosen to act as a deterrent to through traffic.

In August of this year, Alderman Ross received a petition signed by ten households requesting that the stop sign right-of-way control at Sanatorium Road and West 32nd Street be removed due to "extreme noise levels" and a perceived safety problem. Alderman Ross subsequently requested Traffic Department staff to investigate this request.

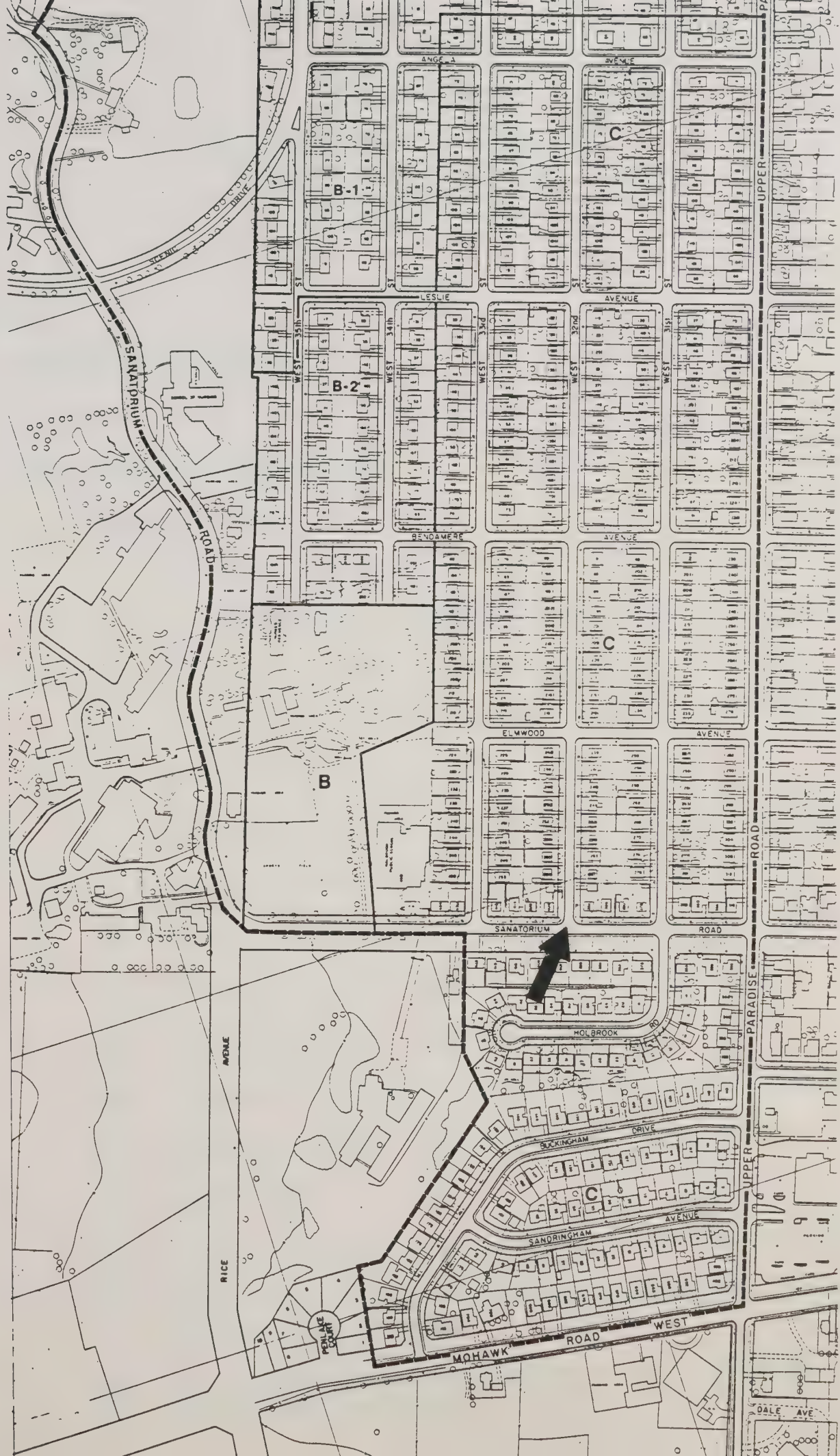
In reviewing traffic volumes on Sanatorium Road before and after the stop sign installations, it has been identified that there has been a decrease of approximately 35 percent in traffic volumes. Thus, the stop signs have been successful in significantly reducing the volume of traffic. It should be noted that since the installation of this stop control there has not been a reported collision at the intersection of Sanatorium Road and West 32nd Street. Thus, the perceived safety concern has not been substantiated.

To minimize the number of stops on this roadway for transit vehicles, the stop controls were strategically situated at intersections where transit stops were also located at approximately two or three block intervals. Delays and thus travel times for transit vehicles were kept to a minimum.

The section of Sanatorium Road between Rice Avenue and Upper Paradise Road is 1,500 feet in length, and the present stop at West 32nd Street is the only stop within this section. Relocation of the stop to another intersection would only transfer the perceived problems to that location.

In conclusion, Traffic Department staff recommend that the current stop signs located at Sanatorium Road and West 32nd Street remain. The benefit of reduced traffic on Sanatorium Road affecting approximately 100 households outweighs the concern of the ten petitioners of which seven live on Sanatorium Road.

TA/MH/ks



CONSENT AGENDA

**Transport and Environment Committee
Monday, 1992 November 30
9:30 o'clock a.m.
Room 233, City Hall**

A G E N D A

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1992 November 2

B. DIRECTOR OF TRAFFIC SERVICES

i. Parking Regulations

- (a) West 1st Street between Fennell Avenue West and Monarch Road
- (b) West 2nd Street between McElroy Road West and South Bend Road West
- (c) West 4th Street between South Bend Road West and Richwill Road
- (d) West 1st Street between McElroy Road West and South Bend Road West
- (e) Collier Crescent
- (f) West Side of Leland Street between Whitney Avenue and Merna Avenue
- (g) West 1st Street between Wembley Road and McElroy Road West
- (h) Dromore Crescent between Paisley Avenue North and Marion Avenue North
- (i) West Side of Glen Arms Street
- (j) Cloverhill Road, south of Brantdale Street (Cul-de-sac)
- (k) Brigadoon Drive between Garrow Drive and Fiona Crescent (east leg)
- (l) Broadway Avenue between Royal Avenue and Whitney Avenue
- (m) Inglewood Drive
- (n) West Side of Acadia Drive between Butler Drive and Beaverton Drive
- (o) No. 174 Weir Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident
- (p) No. 147 Haddon Avenue South - Request for a Reserved "Permit Parking" Space for a Disabled Resident

URBAN MUNICIPAL

NOV 1992

GOV'T DOCUMENTS

- (q) No. 145 Howe Avenue -
Request to Remove an Existing Wheelchair Loading Zone
- (r) No. 215 Garside Avenue South -
Request for a Wheelchair Loading Zone
- (s) No. 41 Garside Avenue North - Request for a Wheelchair Loading Zone
- (t) No. 200 Cranbrook Drive (R. A. Riddell Public School) -
Request for Wheelchair Loading Zone
- (u) No. 112 Ontario Street - Request to Remove a
Reserved "Permit Parking" Space for a Disabled Resident
- (v) No. 2 Blackthorne Avenue -
Discharge of a Residential Boulevard Parking Agreement
- (w) No. 252 Balmoral Avenue North -
Discharge of Residential Boulevard Parking Agreement
- (x) South Side of Herkimer Street adjacent
to St. Joseph's School - School Bus Loading Zone
- (y) Greencedar Drive adjacent to
St. Vincent de Paul School - School Bus Loading Zone
- (z) Apartment Building at No. 479 Aberdeen Avenue -
Application for a Time Limit Exemption Permit

ii. Intersection Control

- (a) Removal of Left Turn Prohibition -
King Street West at Dalewood Avenue/Dalewood Crescent
- (b) Intersection of Venetian Drive and Greencedar Drive
- (c) Intersection of Guildwood Drive and Novoco Drive
- (d) Intersection of St. Olga Street and Solidarnosc Place
- (e) Intersection of Hughson Street and King William Street

iii. Canadian Corps of Commissionaires

Annual Billing Rates for 1993

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

- i. Incorporating Certain City Lands into Various Streets by By-law
- ii. Encroachment Agreements
 - (a) Discharge of Encroachment Agreement - 55 Queen Street North
 - (b) Encroachment Agreements:
 - 32 John Street North
 - 69 Hughson Street North
 - 387 King William Street
 - 374 East 43 Street
- iii. CP Rail Overhead Bridges on Pearl, Poulette and Ray Streets
- iv. 1992 Servicing Expenditures Related to Subdivisions
- v. 1993 Annual Overload Permit Fee Revisions

D. DIRECTOR OF PUBLIC WORKS

- i. Amendment to By-law No. 84-35
- ii. 1988 to 1991 Roadway Reconstruction Programmes - Closing of Accounts
- iii. Closure of Capital Projects

E. DIRECTOR OF PROPERTY

Sale of One Foot Reserve - Acadia Drive to 603976 Ontario Limited Edan Heights - Phase 3

F. MANAGER OF PURCHASING

Supply and Delivery of Sign Blanks During 1993, Traffic Department

2(A)

Monday, 1992 November 2
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Absent with Regrets: Alderman D. Wilson

Also present: Alderman G. Copps
Alderman D. Agostino
Alderman T. Anderson
Ms. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Director of Public Works
Mr. R. Meiers, Department of Public Works
Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. R. Karl, Traffic Department
Mr. M. Watson, Property Department
Mr. P. Hooker, Law Department
Mr. G. Aston, Roads Department
Mr. G. Peace, Fire Department
Ms. L. Bourns, Human Resources Centre
Mr. D. Binns
Mr. K. C. Christenson, Secretary

1. DELEGATIONS

(a) **Abuses of Reserved Parking for Physically Disabled - Mr. D. Binns**

Mr. David Binns appeared before the Committee and gave a presentation on problems he had encountered in regards to the abuses of reserved parking for the physically disabled. Mr. Binns subsequently proposed to the Committee that he be given the authority to issue special parking tickets to violators of reserved parking for the physically disabled.

The Committee discussed the feasibility of authorizing a citizen to issue parking violation tickets. The Committee further discussed a proposal to raise the set fine for this violation. Following considerable discussion, it was moved by Alderman Kiss and seconded by Alderman D'Amico that the fine for violating the reserve parking for the physically disabled be raised from the present rate of \$100. to a new rate of \$300. per infraction. **MOTION LOST.**

Recorded Vote:

- Yeas: Aldermen D'Amico, Kiss
- Nays: Aldermen Merling, Jackson, Eisenberger, Morelli, Morrow, Agro

Subsequently, it was moved by Alderman Eisenberger, seconded by Alderman Jackson that the fine for violating the reserve parking for the physically disabled be raised from the present rate of \$100. to a new rate of \$150. per infraction.

MOTION LOST.

Recorded Vote:

- Yeas: Aldermen Eisenberger, Jackson
- Nays: Aldermen Merling, Jackson, Eisenberger, Morelli, Morrow, Agro

Following further discussion, it was moved by Mayor Morrow, seconded by Alderman Morelli and carried :

- i. That the Chief Administrative Officer is to give written instruction to all Managers of civic buildings directing that reserved handicapped parking spaces at municipal facilities be monitored to ensure that these spaces are kept clear for handicapped motorists and,
- ii. That the Chief Administrative Officer be directed to report back to the Transport and Environment Committee on all available options for enforcing the reserved handicapped parking with the exception of increased fines.

(b) Artaban Non-Profit Homes Inc.

Mr. David Little appeared before the Committee requesting approval for the removal of a City tree located on the south-west corner of the site at 322 - 330 Charlton Avenue West to allow for a driveway allowance along the westerly edge of the site from Charlton Avenue to the parking area at the rear of the proposed building. He stated that this request is pursuant to site plan approval given subject to obtaining this permission. Mr. Lobo stated that the cost for removing the tree, stumping and replacement value would total \$3,100.

Following a brief discussion, the Committee approved the following recommendation:

- i. That permission be granted for the removal of a City tree located at the south-west corner of the site at 322-330 Charlton Avenue West - Artaban Non-Profit Homes Inc.
- ii. That Artaban Non-Profit Homes Inc. be required to pay \$3,100. for the removal, stumping and replacement cost of this City tree.

(c) Intersection of High Street and Idlewood Avenue - Intersection Control

At the request of Alderman T. Jackson, the Committee agreed to table this item to the next meeting.

(d) King Street East and Greenhill Avenue/Owen Place - Request for a Second School Crossing Guard

At the request of Alderman D. Agostino, the Committee agreed to table this item.

2. CONSENT AGENDAA. ADOPTION OF THE MINUTES

The minutes of the meeting held 1992 October 19 were adopted as circulated.

B. DIRECTOR OF TRAFFIC SERVICESi. Parking Regulations(a) No. 180 Rosslyn Avenue North

The Committee was in receipt of a report dated 1992 October 8 from the Director of Traffic Services respecting No. 180 Rosslyn Avenue North.

The Committee approved the following recommendation:

- i. That the existing "Permit Parking" regulation on the west side of Rosslyn Avenue North commencing at a point 241 feet north of Cannon Street East and extending to a point 26 feet northerly therefrom be removed; and
- ii. That the City Traffic By-law No. 89-72 be amended accordingly.

(b) No. 62 Frederick Avenue

The Committee was in receipt of a report dated 1992 October 8 from the Director of Traffic Services respecting No. 62 Frederick Avenue.

The Committee approved the following recommendation:

- i. That a "Permit Parking" regulation be implemented on the east side of Frederick Avenue commencing at a point 72 feet north of Britannia Avenue and extending to a point 21 feet northerly therefrom; and
- ii. That a "Permit Parking" regulation be implemented on the west side of Frederick Avenue commencing at a point 72 feet north of Britannia Avenue and extending to a point 22 feet northerly therefrom; and
- iii. That the Director of Traffic Services be authorized to issue one parking permit to Mr. John Callaghan, No. 62 Frederick Avenue; and
- iv. That the City Traffic By-law No. 89-72 be amended accordingly.

(c) No. 51 West Avenue South

The Committee was in receipt of a report dated 1992 October 8 from the Director of Traffic Services respecting No. 51 West Avenue South.

The Committee approved the following recommendation:

- i. That the existing "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side of West Avenue South commencing at a point 76 feet north of Hunter Street East and extending to a point 20 feet northerly therefrom be removed; and
- ii. That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **No. 182 Province Street North**

The Committee was in receipt of a report dated 1992 October 9 from the Director of Traffic Services respecting No. 182 Province Street North.

The Committee approved the following recommendation:

- i. That a "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Province Street North, commencing at a point 101 feet north of Cannon Street East and extending to a point 18 feet northerly therefrom; and
- ii. That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **No. 13 Leeming Street**

The Committee was in receipt of a report dated 1992 October 20 from the Director of Traffic Services respecting No. 13 Leeming Street.

The Committee approved the following recommendation:

- i. That a "Permit Parking" regulation be implemented on the west side of Leeming Street commencing at a point 130 feet north of Cannon Street East and extending to a point 27 feet northerly therefrom; and
- ii. That the Director of Traffic Services be authorized to issue one parking permit to Ms. Maria Cino, No. 435 Cannon Street East; and
- iii. That the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Rebecca Street**

The Committee was in receipt of a report dated 1992 September 24 from the Director of Traffic Services respecting Rebecca Street.

The Committee approved the following recommendation:

- i. That the existing "No Stopping" regulation on the north side of Rebecca Street commencing at Ferguson Avenue North and extending to a point 108 feet easterly, be removed and that one "one hour parking meter" be installed in this area; and
- ii. That the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Intersection Control**

(a) **Cranbrook Drive**

The Committee was in receipt of a report dated 1992 October 20 from the Director of Traffic Services respecting intersection control on Cranbrook Drive.

The Committee approved the following recommendation:

- i. That three-way stop control be implemented at the intersection of Cranbrook Drive and Courtland Avenue; and
- ii. That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **East 25th Street and Seeley Avenue and East 25th Street and Gildea Street**

The Committee was in receipt of a report dated 1992 October 23 from the Director of Traffic Services respecting the intersections of East 25th Street and Seeley Avenue and East 25th Street and Gildea Street.

- i. That westbound traffic on Gildea Street be required to stop for northbound and southbound traffic on East 25th Street; and
- ii. That westbound traffic on Seeley Avenue be required to stop for northbound and southbound traffic on East 25th Street; and
- iii. That the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Boulevard Parking**

(a) **Balmoral Avenue North adjacent to No. 1145 Main Street East**

The Committee was in receipt of a report dated 1992 October 21 from the Director of Traffic Services respecting an application to lease a portion of the boulevard of Balmoral Avenue North adjacent to No. 1145 Main Street East, Brightspot Restaurant.

The Committee approved the following recommendation:

That the application of Mr. Bill Pentilchuk to lease a portion of the boulevard of Balmoral Avenue North adjacent to No. 1145 Main Street East be approved, provided that:

- i. the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$58.81 per space per year) plus taxes, if any, in addition to the \$10. encroachment insurance charge approved by the City Council on 1984 February 14.
- ii. the owner pays a one time \$27. registration fee, as approved by the City Council on 1986 January 14.
- iii. the owner pays a one time \$176.44 processing fee, as approved by the City Council on 1988 January 12.
- iv. the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.
- v. the driveway approach, parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.
- vi. the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

(b) **East 35th Street adjacent to Nos. 8 to 14 and 24 to 30 East 35 Street**

The Committee was in receipt of a report dated 1992 October 21 from the Director of Traffic Services respecting an application to lease a portion of the boulevard of East 35th Street adjacent to Nos. 8 to 14 and 24 to 30 East 35th Street, multiple residential land use.

The Committee approved the following recommendation:

That the application of Mr. Ted Vietri to lease a portion of the boulevard of East 35th Street adjacent to Nos. 8 to 14 and 24 to 30 East 35th Street be approved, provided that:

- i. the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current annual rate is \$58.81 for the first two spaces and \$29.41 for each additional space up to 10 spaces per year) plus taxes, if any, in addition to the \$10. encroachment insurance charge approved by the City Council on 1984 February 14.
- ii. the owner pays a one time \$27. registration fee, as approved by the City Council on 1986 January 14.
- iii. the owner pays a one time \$176.44 processing fee, as approved by the City Council on 1988 January 12.
- iv. the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.
- v. the driveway approach, parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.
- vi. the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

iv. **New Bus Stops and Removal of Bus Stops**

The Committee was in receipt of a report dated 1992 September 10 from the Director of Traffic Services respecting the Delaware Route.

The Committee approved the following recommendation:

(a) That in accordance with the request by the Hamilton Street Railway Company:

- i. the following new bus stop be approved:
Route 5 Delaware

Inbound - add - Greenhill Avenue, north side, 30 feet east of the east curb line of Summercrest Drive (N/S).

- ii. the removal of the following bus stop be approved:
Route 5 Delaware

Outbound - delete -
Greenhill Avenue, south side, opposite Summercrest Drive bus loop, 30 feet east of the east curb line of Summercrest Drive (N/S).

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICESi. **Encroachment Agreements**

The Committee was in receipt of a report dated 1992 October 22 from the Director of Roads respecting encroachment agreements.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined on Appendix "A" attached hereto, be approved:

- (a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement the agreements.
- (c) That the first year fees and subsequent annual fees as outlined in Appendix "A", be set for the encroachments.

ii. **Amendment to By-law No. 92-152 (Fieldway Drive)**

The Committee was in receipt of a report dated 1992 October 22 from the Director of Roads respecting an amendment to By-law No. 92-152 (Fieldway Drive).

The Committee approved the following recommendation:

- (a) That By-law No. 92-152 be amended by substituting all references to Plan 62R-11929 to Plan 62R-11979.
- (b) That the by-law to carry out the amendment be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

iii. **Incorporating Certain City Lands into Various Streets by By-law**

The Committee was in receipt of a report dated 1992 October 22 from the Director of Roads respecting the incorporation of certain city lands into various streets by by-law.

The Committee approved the following recommendation:

- (a) That the City lands known as Part 2, Plan 62R-12045 be incorporated into Elite Drive (File No. S718-67) as follows:

Street Name	Description of Lands Being Incorporated	Reason for Being Incorporated	Financial Implications
Elite Drive	Part of Lot 10, Con. 8 (former geographic Township of Barton) designated as Part 2 Plan 62R-12045	To provide access and hook-up between Elite Drive (as est'd City of Hamilton By-law 92-42) and Elite Drive as est'd by Plan 62M-715	N/A

- (b) That the by-laws to carry out the amendment be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

D. CITY SOLICITOR**Local Improvements of Sidewalks on Upper Paradise Road - \$27,700.**

The Committee was in receipt of a report dated 1992 October 9 from the Director of Roads respecting local improvements of sidewalks on Upper Paradise Road.

The Committee approved the following recommendation:

That City Council enact the By-law to authorize construction of local improvements of sidewalks on Upper Paradise Road from Stone Church Road to approximately 187 m southerly and from approximately 86 m south of Skyview Drive to approximately 83 m southerly.

E. MANAGER OF PURCHASING

**Provision of Equipment and Operators
During the 1992 - 1993 and 1993 - 1994 Winter Season**

The Committee was in receipt of a report dated 1992 October 14 from the Manager of Purchasing respecting the provision of equipment and operators during the 1992 - 1993 and 1993 - 1994 winter season.

The Committee approved the following recommendation:

That purchase orders be issued for the provision of equipment and operators as and when required during the 1992-1993 and 1993-1994 winter season, in accordance with specifications issued by the Manager of Purchasing and Vendors' quotations, and that these expenditures be financed through various approved accounts, as follows:

Nucan Contracting & Excavating 1992-1993 1993-1994

1 Loader with 4 cu. yd. bucket	\$ 82.00	\$ 87.00
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Cormar Contracting

2 Loaders with 4 cu. yd. buckets	\$110.00	\$115.00
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N-R-G- o/a 989847 Ontario Ltd.

1 Grader with Snow Plow & Wing	\$140.00	\$140.00
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Hourly rates GST extra at 7%

3. DIRECTOR OF TRAFFIC SERVICES**(a) Delmar Drive - Parking Regulation**

The Committee was in receipt of a report dated 1992 October 23 from the Director of Traffic Services respecting Delmar Drive - Parking Regulations as well as a petition from area residents requesting a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" on Delmar Drive and correspondence dated 1992 October 12 from Mr. Stewart Leslie regarding concerns about this parking restriction.

Following a brief discussion, the Committee agreed that this item be tabled in order that the ward aldermen hold a public meeting on the issue and that the staff prepare a report on parking regulations within the vicinity of Mohawk College.

(b) **School Crossing Guard Services during Professional Development Days**

The Committee was in receipt of a report dated 1992 October 6 respecting school crossing guard services during Professional Development Days.

Following discussion, the Committee approved the following recommendation:

That the Board of Education for the City of Hamilton, the Hamilton-Wentworth Roman Catholic Separate School Board and the Wentworth County Board of Education be requested to investigate the feasibility of co-ordinating Professional Development days for elementary schools within the Hamilton-Wentworth Region.

(c) **Marcel Hair Salon, 53 King William - Request for a Parking Meter**

Alderman Agro spoke to the issue stating that he had received a request from the owner of the Hair Salon at No. 53 King William Street for one additional parking meter to be installed on the north side of King William Street in front of the business. Mr. Glen Peace of the Fire Department stated that the space in question was still required for emergency vehicle use.

Subsequently, the Committee approved the following recommendation:

That no action be taken on a request for one additional parking meter in front of 53 King William Street.

(d) **Sanatorium Road at West 32nd Street - Stop Sign Removal**

The Committee agreed that the item be tabled.

4. **DIRECTOR OF PROPERTY**

Sale of Lands to the Region for the Red Hill Creek Expressway

The Committee was in receipt of a report dated 1992 October 21 from the Director of Property respecting the sale of lands to the Region for the Red Hill Creek Expressway:

(a) **King Street East west of Pottruff Road**

(b) **Parts 2, 3 and 7 Plan 62R-11800**

The Committee approved the following recommendation:

- i. That an Offer to Purchase, executed by Regional Officials on 1992 October 13, and scheduled for closing on or before 1993 January 12, for the purchase by the Region of a parcel of land located along the northerly limit of King Street East west of Pottruff Road, containing 7.812 hectares (19.66 acres), shown as Parts 1, 2, 3 and 4 on Plan 62R-12235 required for the Red Hill Creek Expressway, be approved and completed and the funds derived from this sale of \$83,800. be credited to Account No. CH4X501 00102 (Reserve for Property Purchases).
- ii. That an Offer to Purchase, executed by Regional Officials on 1992 October 13, and scheduled for closing sixty (60) days after the enactment of a by-law to sell the closed road allowance shown as Parts 2, 3 and 7 on Plan 62R-11800, for the purchase by the Region of a closed road allowance, containing 0.418 hectare (1.03 acres), shown as Parts 2, 3 and 7 on Plan 62R-11800 required for the Red Hill Creek Expressway, be approved and completed and the funds derived from this sale of \$148,000. be credited to Account No. CH4X501 00102 (Reserve for Property Purchases).

- iii. That the sum of \$90,000. be deducted from the total sale price of sub-sections i. and ii. above of \$231,800. to repay the Region for monies provided by the Region to the City in order to undertake the Red Hill Creek Master Recreation Plan Investigation, with the understanding that these monies would be applied against future City of Hamilton purchases by the Region.

5. DIRECTOR OF PUBLIC WORKS/CHIEF ADMINISTRATIVE OFFICER

Restructuring - Streets and Sanitation Divisions

The Committee was in receipt of a report dated 1992 October 28 from the Director of Public Works and the Chief Administrative Officer respecting the restructuring of the Streets and Sanitation Divisions.

The Committee approved the following recommendation:

- (a) That the following complement adjustments occur in the Department of Public Works:

Superintendent of Streets and Sanitation	(1 F.T.E.)
Foremen/Woman I	<u>(5 F.T.E.)</u>
Total eliminated	(6 F.T.E.)
General Foreman/Woman	<u>5 F.T.E.</u>
Net Change	(1 F.T.E.)

- (b) That this restructuring be forwarded to the Finance and Administration Committee for its information.

6. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

New West Mountain Twin Pad Arena/Chedmac Drive Servicing Costs

The Committee was in receipt of a report dated 1992 October 7 from the Director of Roads respecting the new west mountain twin pad arena/Chedmac Drive Servicing Costs.

The Committee approved the following recommendation:

- (a) That the estimated City's share of \$263,475. for the proposed storm sewer works to be constructed in conjunction with the new West Mountain Twin Pad Arena off of Chedmac Drive, be approved;
- (b) That the Finance and Administration Committee recommend the source of funding for the costs related to the construction of this storm sewer.
- (c) That the Director of Property be directed to obtain an Easement from Chedoke Hospital Corporation in favour of the Region for the portion of the proposed storm sewer which is to be constructed on the lands of the Chedoke Hospital Corporation.

7. CAPITAL BUDGET

(a) **Roads Department**

The Committee was in receipt of an information report dated 1992 October 27 from the Director, Roads Department respecting the 1993 - 1997 Capital Budget.

The Committee moved to receive this item.

(b) **Traffic Department**

The Committee was in receipt of an information report dated 1992 October 29 from the Director of Traffic Services respecting the Capital Budget Submission - New Traffic Signals on City Roadways.

The Committee moved to receive this item.

(c) **Public Works Department - Street and Sanitation Division**

The Committee was in receipt of an information report dated 1992 October 28 from the Director of Public Works respecting the 1993 - 2002 Capital Budget.

The Committee moved to receive this item.

8. **ALDERMAN F. D'AMICO**

City Tree Removal - 21 Abbington Drive

The Committee agreed that the item be tabled.

9. **ALDERMAN H. MERLING**

Institute of Transportation Engineers Publication

The Committee moved that this item be received.

10. **DIRECTOR OF TRAFFIC SERVICES**

Installation of City Traffic Signals - 1992

The Committee was in receipt of a report distributed at the meeting dated 1992 October 30 from the Director of Traffic Services respecting the installation of City Traffic Signals - 1992.

The Committee approved the following recommendation:

- (a) That a traffic signal be installed at the intersection of Centennial Parkway and Goderich Road; and
- (b) That a traffic signal be installed at the intersection of Glen Echo Drive/Queenston Mall Entrance at Nash Road South.
- (c) That permission to relocate and remove if necessary one City of Hamilton tree on the east side of Nash Road at the Queenston Mall entrance.
- (d) That the cost of road alterations required at the above two locations be funded from the 1992 Road Reconstruction account at a cost not to exceed \$70,000.

8. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

2(BX10)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 03

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

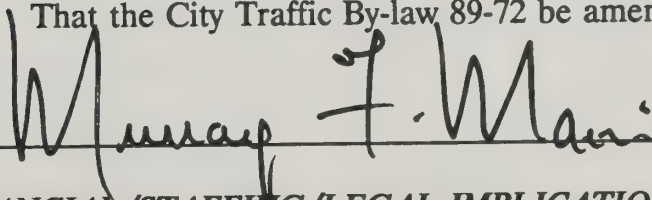
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West 1st Street between Fennell Avenue West and Monarch Road - Parking Regulations.
(TEC-227-92)

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of West 1st Street between Fennell Avenue West and Monarch Road in conjunction with the existing "Alternate Side Parking" regulation; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 12 of the 18 one, two and three family dwellings abutting West 1st Street between Fennell Avenue West and Monarch Road, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in conjunction with the existing "Alternate Side Parking" regulation. All of the abutting residents who signed the petition are in favour of the requested regulation.

West 1st Street has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by Mohawk College students. The implementation of the requested regulation would reduce long-term non-resident parking in this block and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit. Therefore, since 67 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

^{10/14}
HM/CVB/ks

AVENUE

WEST

FENNELL AVE E

STREET

JAMES

UPPER

AVENUE

RD E

MONARCH

ROAD

SITE PLAN CONTROL BY LAW NO. BS-272

BS-272

SITE PLAN CONTROL BY LAW NO. BS-272

BS-272

H/S-830

H/S-830

H/S-1010

H/S-1196

WEMBLEY

ROAD

FOURTH

THIRD

SECOND

FIRST

MCELROY

ROAD

WEST

C

MCELROY

2(b)(1)(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 05

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

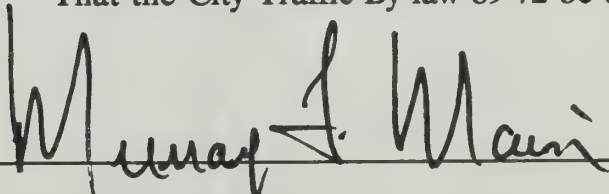
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West 2nd Street between McElroy Road West and South Bend Road West - Parking Regulations. (TEC-232-92)

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of West 2nd Street between McElroy Road West and South Bend Road West; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

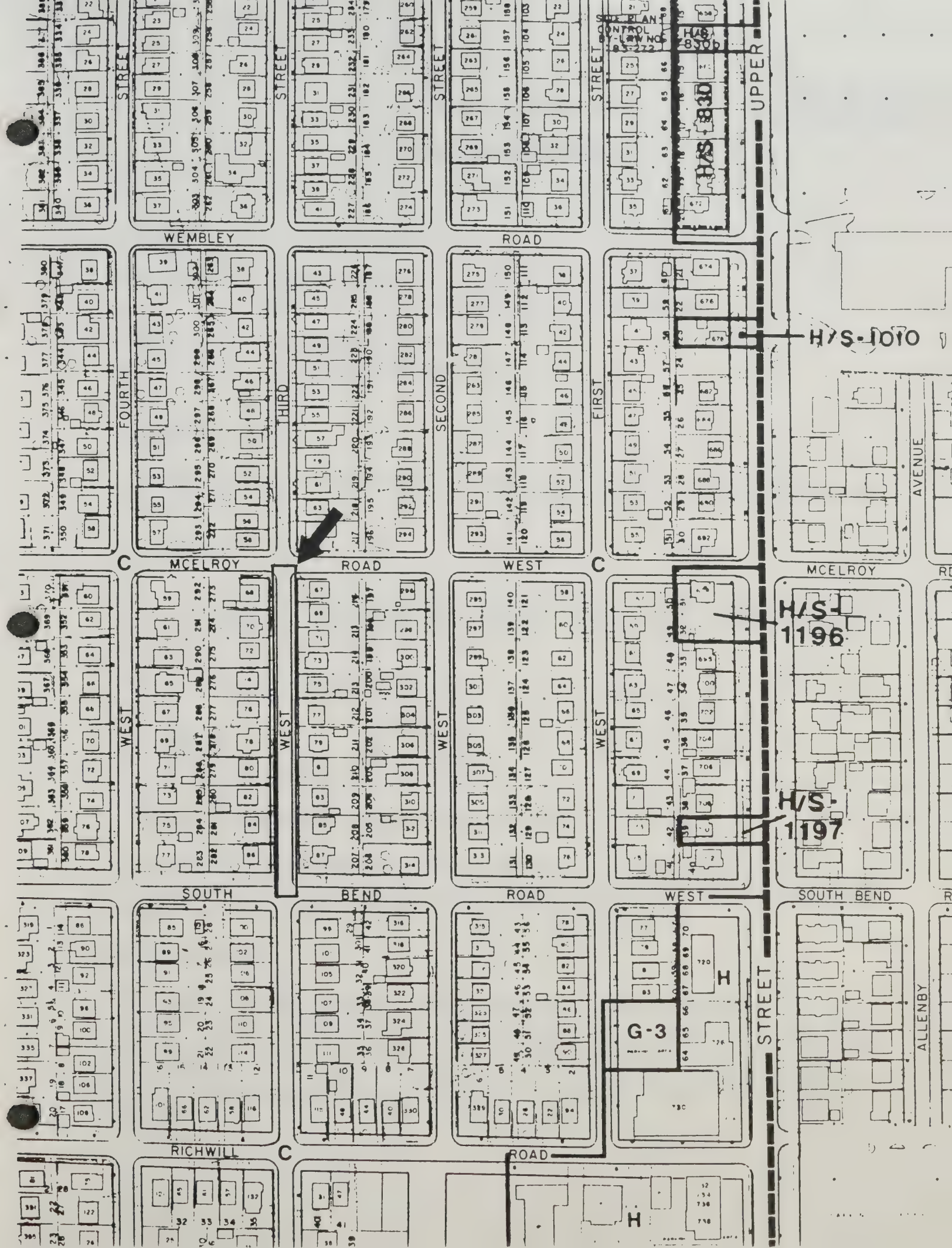
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Ross and Alderman D'Amico have forwarded a petition signed by representatives of 16 of the 20 one, two and three family dwellings abutting West 2nd Street between McElroy Road West and South Bend Road West, requesting that a "One Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All of the abutting residents who signed the petition are in favour of the requested regulation.

West 4th Street has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by Mohawk College students. The implementation of the requested regulation would reduce long-term non-resident parking in this block and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit. Therefore, since 80 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

HM
HM/CVB/ks



20X1X(c)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 05

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

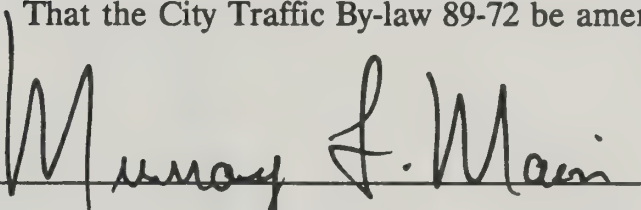
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West 4th Street between South Bend Road West and Richwill Road - Parking Regulations.
(TEC-230-92)

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of West 4th Street between South Bend Road West and Richwill Road; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 14 of the 15 one, two and three family dwellings abutting West 4th Street between South Bend Road West and Richwill Road, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All of the abutting residents who signed the petition are in favour of the requested regulation.

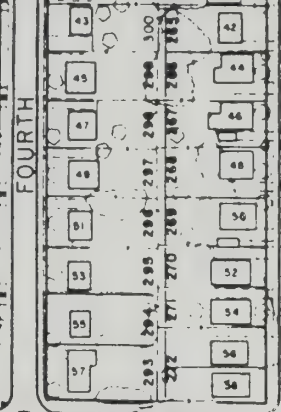
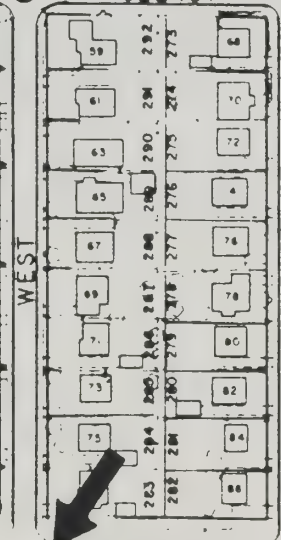
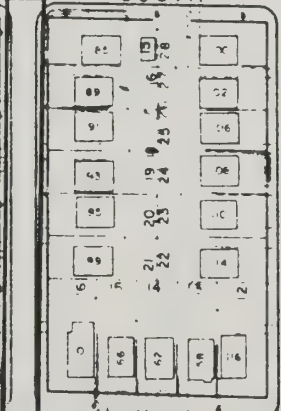
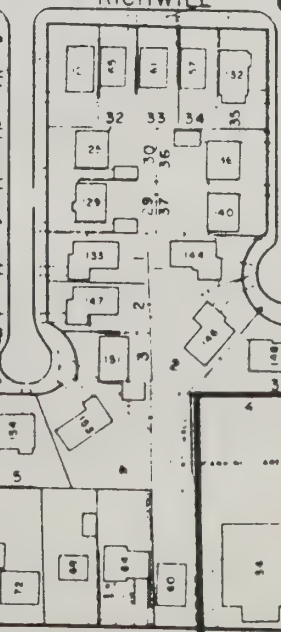
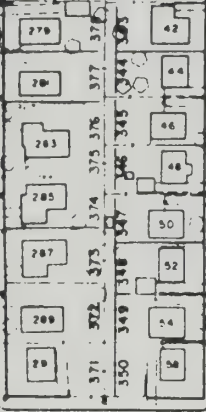
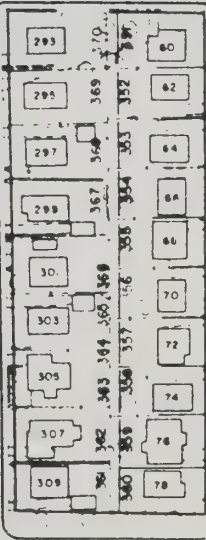
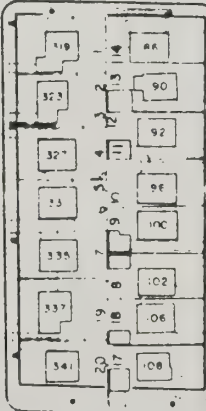
West 4th Street has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by Mohawk College students. The implementation of the requested regulation would reduce long-term non-resident parking in this block and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit. Therefore, since 93 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

^{HM}
HM/CVB/ks

LAWK

FIFTH

STREET



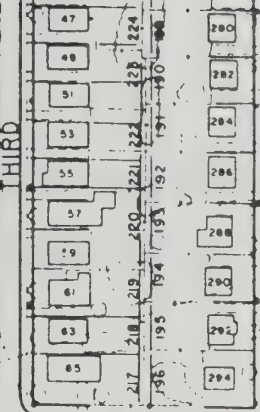
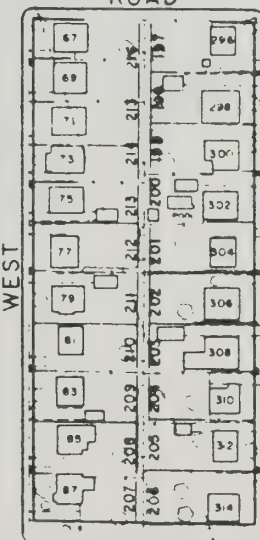
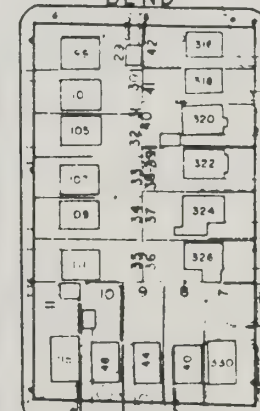
RICHWILL

SOUTH

MCELROY

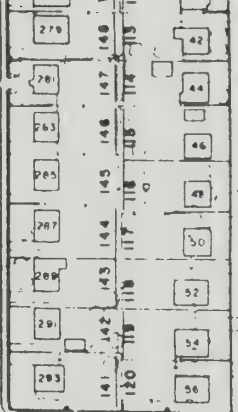
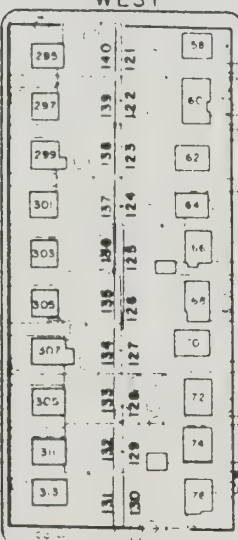
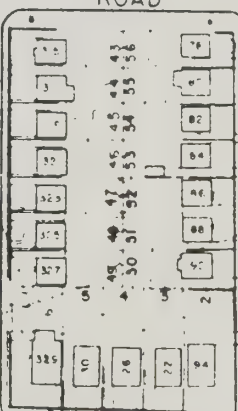
C

WEST



BEND

ROAD



ROAD

WEST

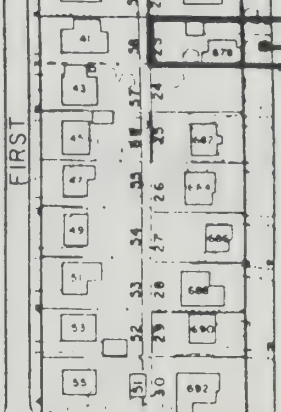
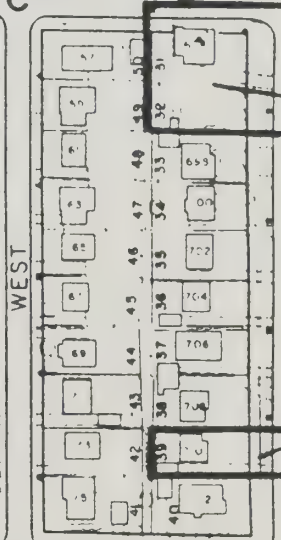
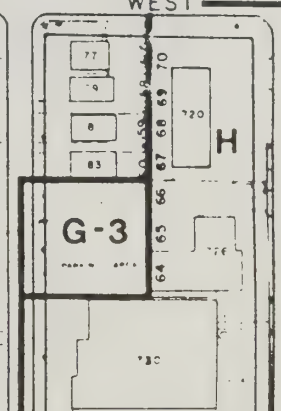
WEST

WEST

SECOND

THIRD

FOURTH



FIRST

JAMES

STREET

STREET

ROAD

WEST

E-2

G-1

G-3

H

H

26XIXd

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 05

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

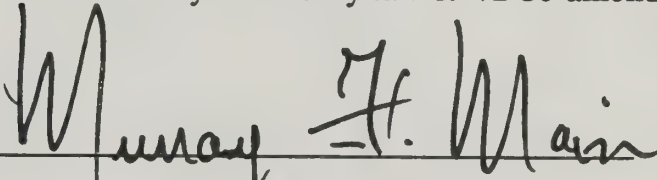
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West 1st Street between McElroy Road West and South Bend Road West - Parking Regulations. (TEC-229-92)

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of West 1st Street between McElroy Road West and South Bend Road West; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

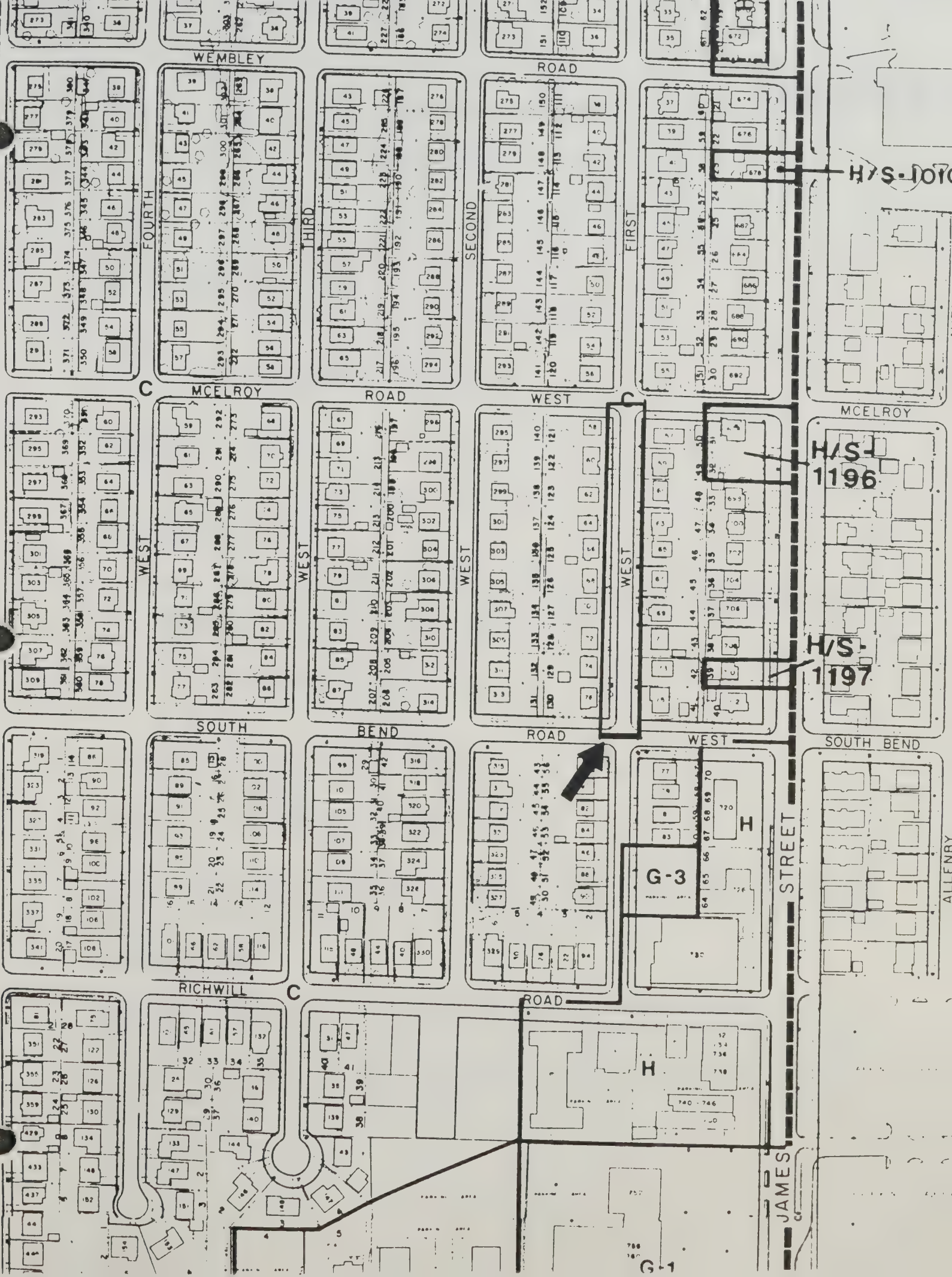
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Don Ross has forwarded a petition signed by representatives of 19 of the 20 one, two and three family dwellings abutting West 1st Street between McElroy Road West and South Bend Road West, requesting that a "One Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All of the abutting residents who signed the petition are in favour of the requested regulation.

West 1st Street has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this block. The residents who signed the petition have expressed concern regarding long-term non-resident parking by Mohawk College students. The implementation of the requested regulation would reduce long-term non-resident parking in this block and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit. Therefore, since 95 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

HM
HM/CVB/ks



WEMBLEY

ROAD

FOURTH

THIRD

SECOND

FIRST

H/S-1090

C

MCELROY

ROAD

WEST

MCELROY

H/S-1196

WEST

WEST

WEST

WEST

H/S-1197

SOUTH

BEND

ROAD

WEST

SOUTH BEND

RICHWILL

C

ROAD

JAMES STREET

ALLENBY

G-3

H

G-1

2(b)(1)(c)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 06

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

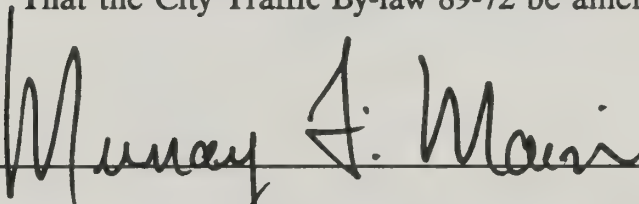
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Collier Crescent - Parking Regulations. (TEC-236-92)

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Collier Crescent between South Bend Road West and South Bend Road West; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

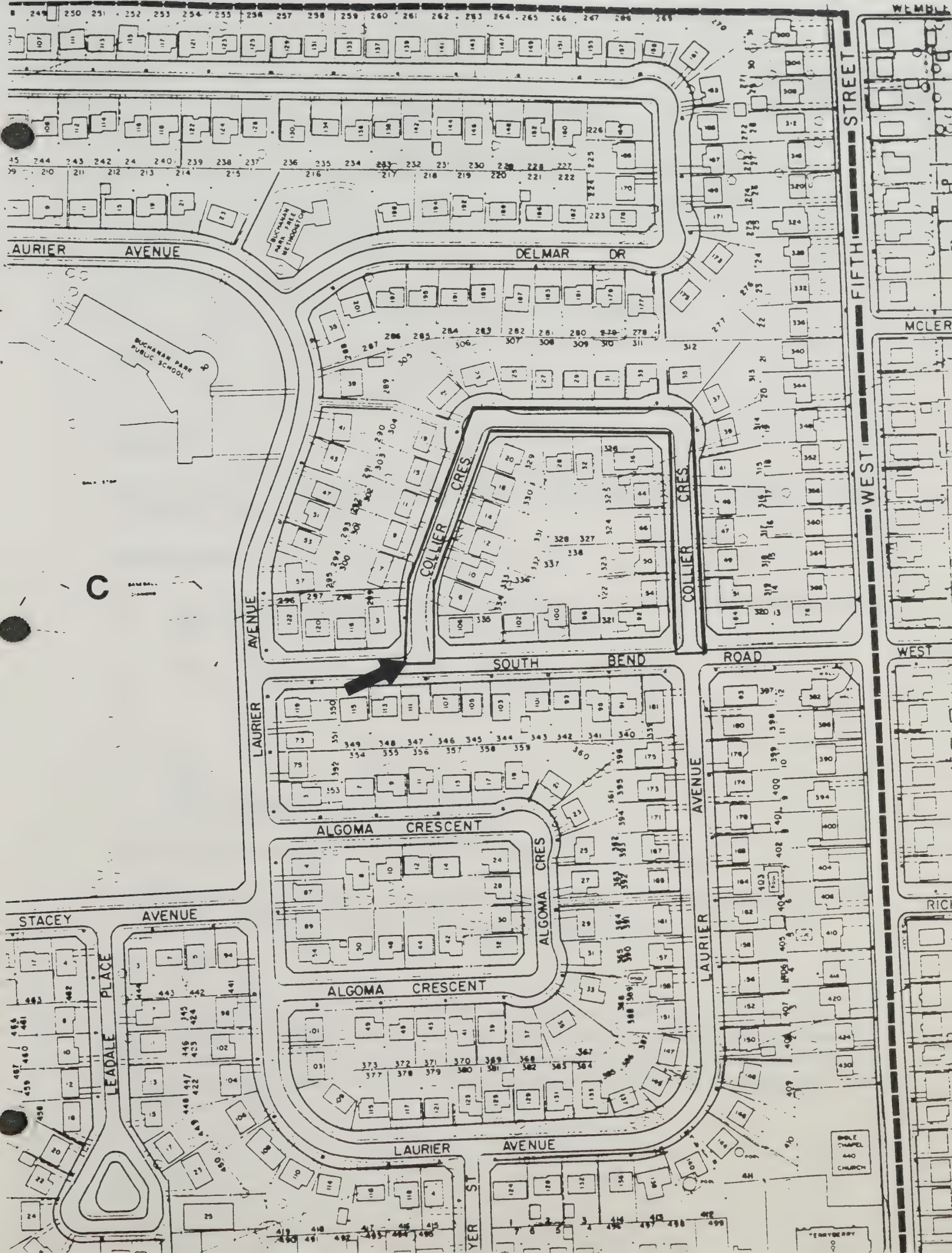
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 charge for each permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 28 of the 37 one, two and three family dwellings abutting Collier Crescent between South Bend Road West and South Bend Road West, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. Twenty-five of the petitioners are in favour of the requested regulation while three are opposed.

Collier Crescent has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by Mohawk College students. The implementation of the requested regulation would reduce long-term non-resident parking in this block and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit. Therefore, since 68 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

HM/CVB/ks



AURIER AVENUE

DELMAR DR

FIFTH STREET

BUCHANAN PARK
PUBLIC SCHOOL

C

BANK

MCLER

WEST

RICH

SIBLE CHAPEL
CHURCH

STACEY AVENUE

LEEDALE PLACE

ALGOMA CRESCENT

ALGOMA CRESCENT

LAURIER AVENUE

LAURIER AVENUE

SOUTH BEND ROAD

COLLIER CRES

COLLIER CRES

LAURIER AVENUE

YER ST

2(BXiXf)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 11

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

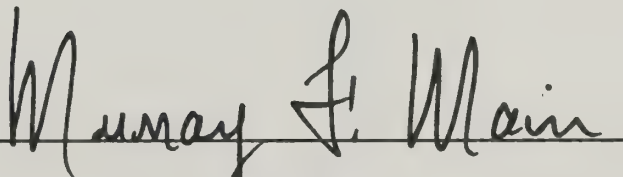
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West Side of Leland Street between Whitney Avenue and Merna Avenue - Parking Regulations. (TEC-239-92)

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the west side of Leland Street between Whitney Avenue and Merna Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of six of the seven one, two and three family dwellings abutting Leland Street between Whitney Avenue and Merna Avenue, requesting that a "No Parking" regulation be implemented on the west side of the street in this block. All of the residents who signed the petition are in favour of the requested regulation.

Leland Street has a 24 foot pavement width, and presently, there is unrestricted free parking on both sides of the street except for a 51 foot "No Parking" regulation on both sides of the street immediately south of Whitney Avenue. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by McMaster University students and driveway obstructions due to parked vehicles on both sides of the street. The implementation of the requested regulation would eliminate parking on the west side of the street entirely.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements. Therefore, since 87 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

HM
HM/CVB/ks



2(BXiX9)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 11

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

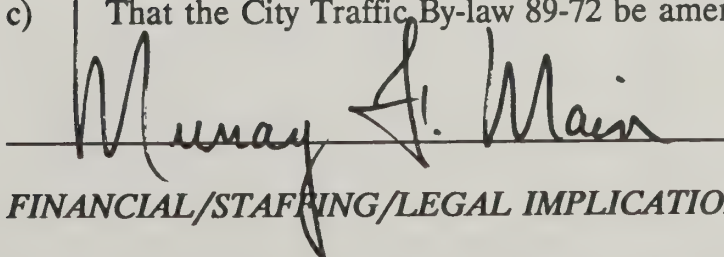
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West 1st Street between Wembley Road and McElroy Road West - Parking Regulations.
(TEC-233-92)

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday, regulation be implemented on both sides of West 1st Street between Wembley Road and McElroy Road West; and
- b) That an "Alternate Side Parking" regulation be implemented on West 1st Street between Wembley Road and McElroy Road West such that parking is prohibited;
 - on the west side of the street during the months of December, January, February, March and from the 1st to the 15th of April, May June, July, August, September, October and November; and
 - on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 charge for each parking permit would off-set the cost to some degree.

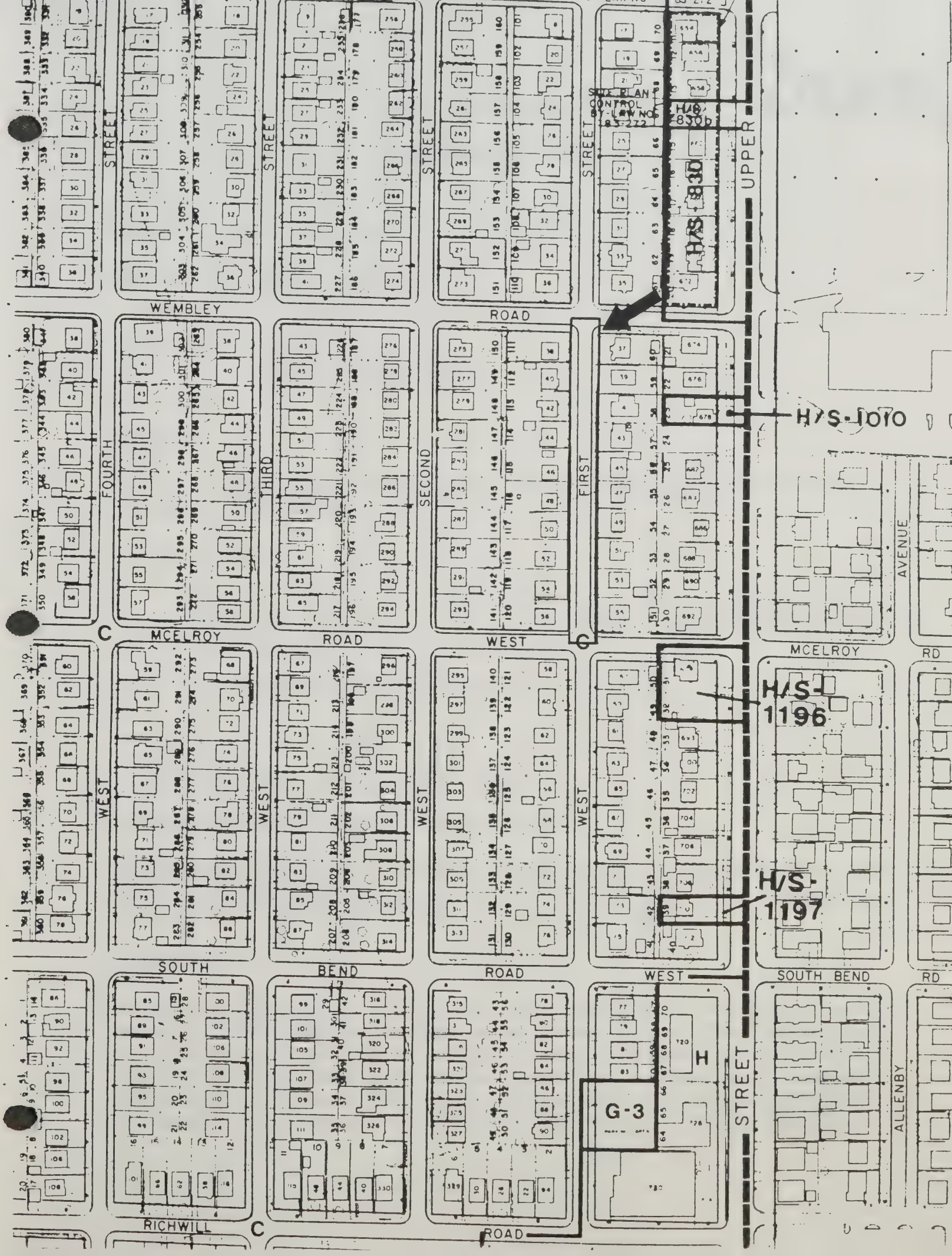
BACKGROUND:

The Traffic Department has received a petition signed by representatives of 16 of the 20 one, two and three family dwellings abutting West 1st Street between Wembley Road and McElroy Road West, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. Fourteen of the residents who signed the petition are in favour of the requested regulation while two are opposed.

The Traffic Department has also received a petition signed by representatives of 16 of the 20 one, two and three family dwellings abutting West 1st Street between Wembley Road and McElroy Road West, requesting that an "Alternate Side Parking" regulation be implemented on the street in this block. Fifteen of the residents who signed the petition are in favour of the requested regulation while one is opposed and the remaining four were not contacted.

West 1st Street has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this block. The residents who circulated the petitions have expressed concern regarding long-term non-resident parking by Mohawk College students. The implementation of the requested regulations would reduce long-term non-resident parking in this block and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit. Therefore, since a majority of the abutting residents are in favour of the requested regulation changes, the Traffic Department concurs with the requests.

HM
HM/CVB/ks



2(BXiXh)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 11

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

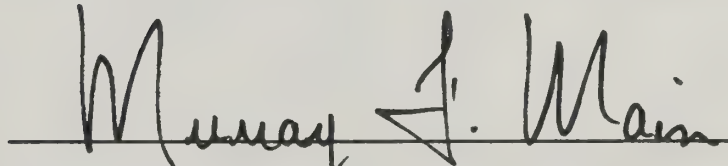
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Dromore Crescent between Paisley Avenue North and Marion Avenue North - Parking Regulations. (TEC-238-92)

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Dromore Crescent between Paisley Avenue North and Marion Avenue North; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Mary Kiss has forwarded a petition signed by representatives of 17 of the 21 one, two and three family dwellings abutting Dromore Crescent between Paisley Avenue North and Marion Avenue North, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation replace the existing "Two Hour Parking Time Limit, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on both sides of the street in this block. All of the abutting residents who signed the petition are in favour of the requested regulation.

2(b)(7)(i)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 13

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

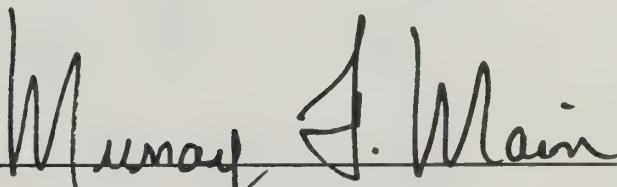
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West Side of Glen Arms Street - Parking Regulations. (TEC-243-92)

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the west side of Glen Arms Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

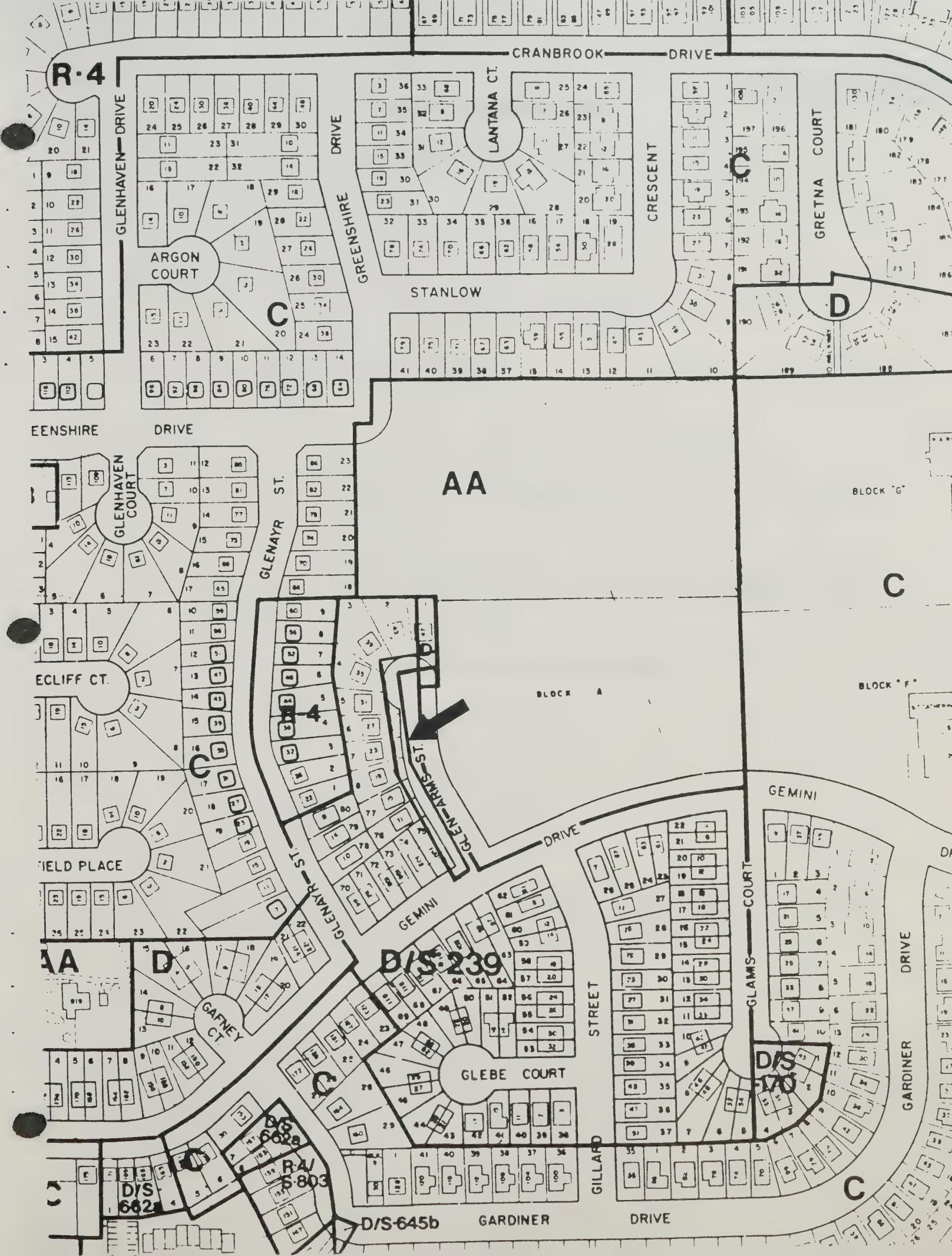
BACKGROUND:

The Traffic Department has received a petition signed by representatives of eight of the eleven one, two and three family dwellings abutting Glen Arms Street requesting that a "No Parking" regulation be implemented on the west side of the street and around the bulb of this cul-de-sac. All of the residents who signed the petition are in favour of the requested regulation.

Glen Arms Street has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street. The resident who circulated the petition has expressed concern regarding long-term non-resident parking and driveway obstructions due to vehicles parked on both sides of the street. The implementation of the requested regulation would eliminate parking on the west side of the street and around the southerly end entirely.

The Traffic Department supports the principle of removing the parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements. Therefore, since 73 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

HM
HM/CVB/ks



R-4

CRANBROOK DRIVE

GLENHAVEN DRIVE

DRIVE

GREENSHORE

LANTANA CT.

CRESCENT

GREYNA COURT

ARGON COURT

STANLOW

EENSHERE

DRIVE

GLENHAVEN COURT

GLENAYR ST.

AA

BLOCK "G"

C

ECLIFF CT.

BLOCK A

BLOCK "F"

FIELD PLACE

GEMINI

GEMINI

AA

D

D/S 239

GEMINI

GLEBE COURT

STREET

GLAMS COURT

GARDINER DRIVE

D/S 662

R-4/ 6-803

D/S-645b

GARDINER

DRIVE

D/S 170

C

2(BXIX)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 17

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

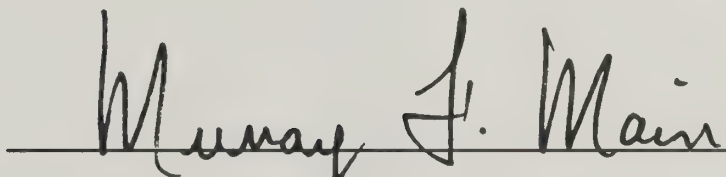
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Cloverhill Road, south of Brantdale Street (Cul-de-sac) - Parking Regulations. (TEC-245-92)

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Cloverhill Road from Brantdale Street to the southerly end; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the annual \$24.00 charge for each permit will off-set the cost to some degree.

BACKGROUND:

Alderman Don Ross has forwarded a petition signed by representatives of all of the one, two and three family dwellings abutting Cloverhill Road south of Brantdale Street, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street and around the bulb of this cul-de-sac. All of the abutting residents are in favour of the requested regulation.

Cloverhill Road has a 24 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this cul-de-sac. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by Mohawk College students and driveway obstructions due to parked vehicles on both sides of the street. The implementation of the requested regulation would reduce long-term non-resident parking in this cul-de-sac and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit. Therefore, since all of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

^{HM}
HM/CVB/ks

WEST FIFTH STREET

GATEVIEW DRIVE

ROAD

PARK

BRANTDALE

CLOVERHILL

GLENWOOD CR.

C

FENNEL AVENUE

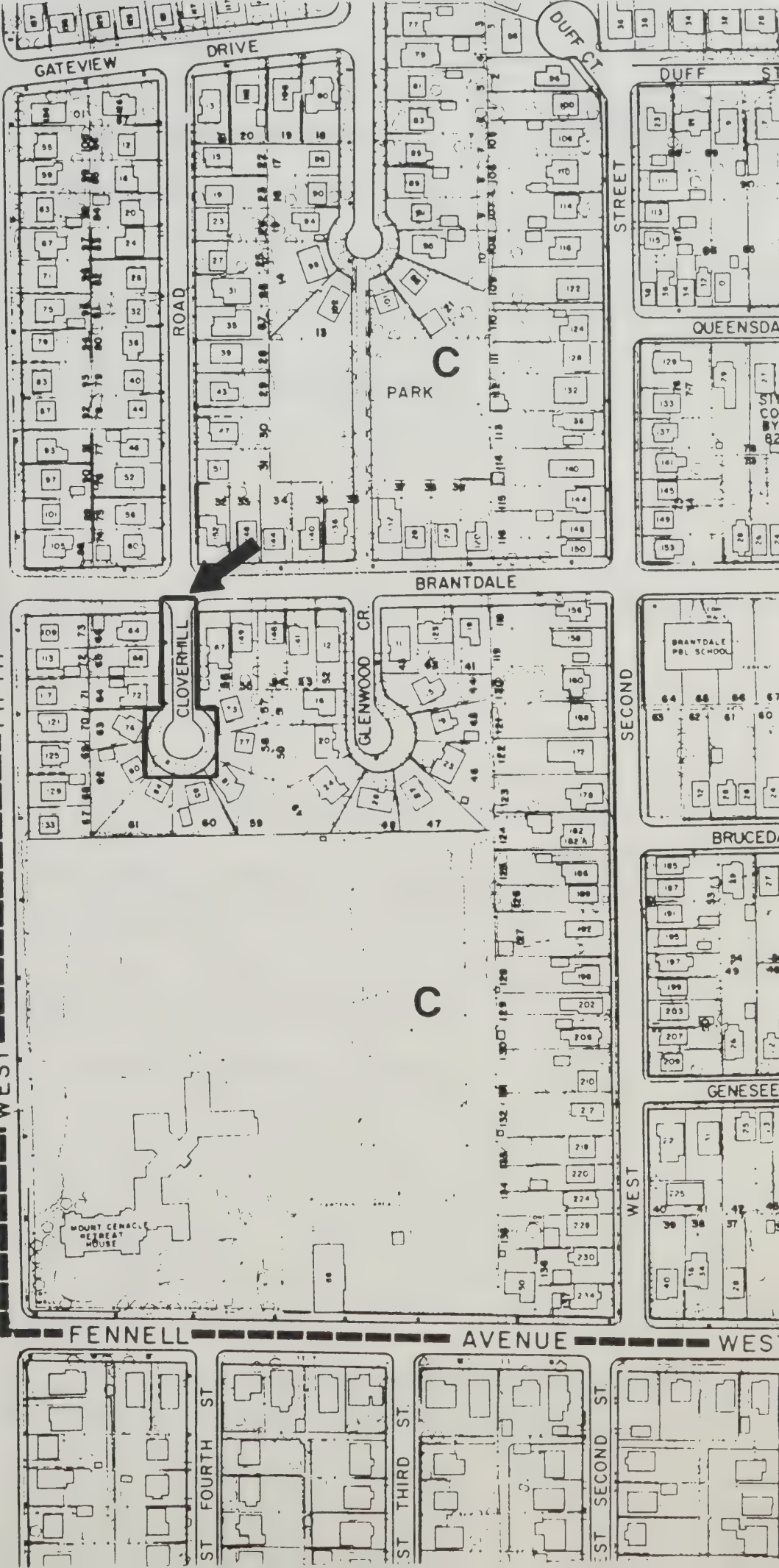
WEST

WEST

ST FOURTH ST

ST THIRD ST

ST SECOND ST



210X1XK

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 18

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

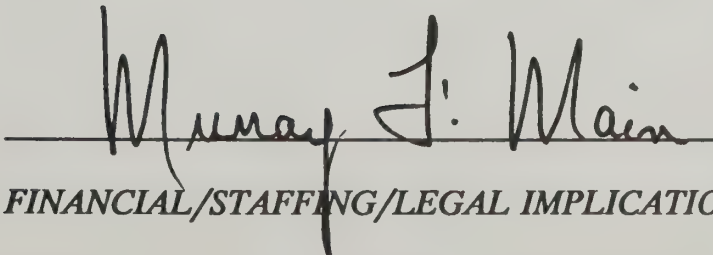
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Brigadoon Drive between Garrow Drive and Fiona Crescent (East Leg) - Parking Regulations. [TEC-244-92]

RECOMMENDATION:

- a) That an "Alternate Side Parking" regulation be implemented on Brigadoon Drive between Garrow Drive and Fiona Crescent, such that parking is prohibited on:
 - the west and north sides of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and
 - the east and south sides of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

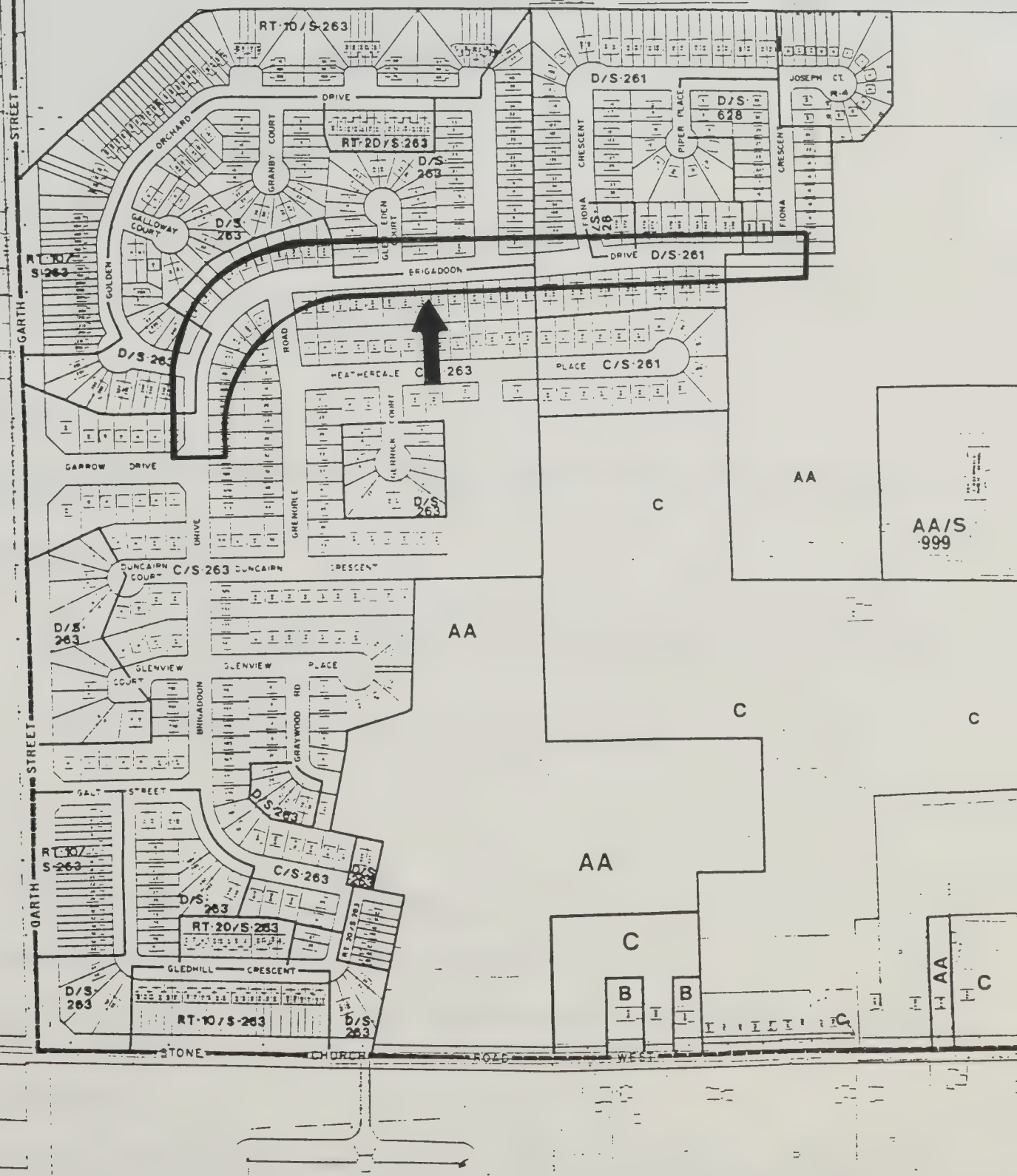
Alderman Don Ross and Alderman Frank D'Amico have forwarded a petition signed by representatives of 47 of the 66 one, two and three family dwellings abutting Brigadoon Drive between Garrow Drive and Fiona Crescent (east leg), requesting that an "Alternate Side Parking" regulation be implemented on the street in this area. All 47 of the petitioners support the requested regulation.

Brigadoon Drive has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements. Therefore, since 71 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

Since there are five intersections on the north side of the street and only one on the south the Traffic Department recommends that the winter parking prohibition be implemented on the north side of the street under the requested "Alternate Side Parking" regulation to improve visibility at these five intersections at least during the winter months.

CVB/ca

MOUNTAIN FREEWAY



2(BXi)(1)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 19

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

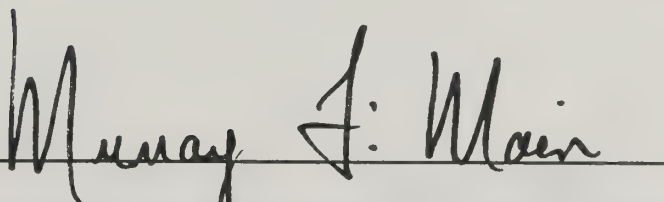
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Broadway Avenue between Royal Avenue and Whitney Avenue - Parking Regulations.
(TEC-253-92)

RECOMMENDATION:

- a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Broadway Avenue between Royal Avenue and Whitney Avenue, and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

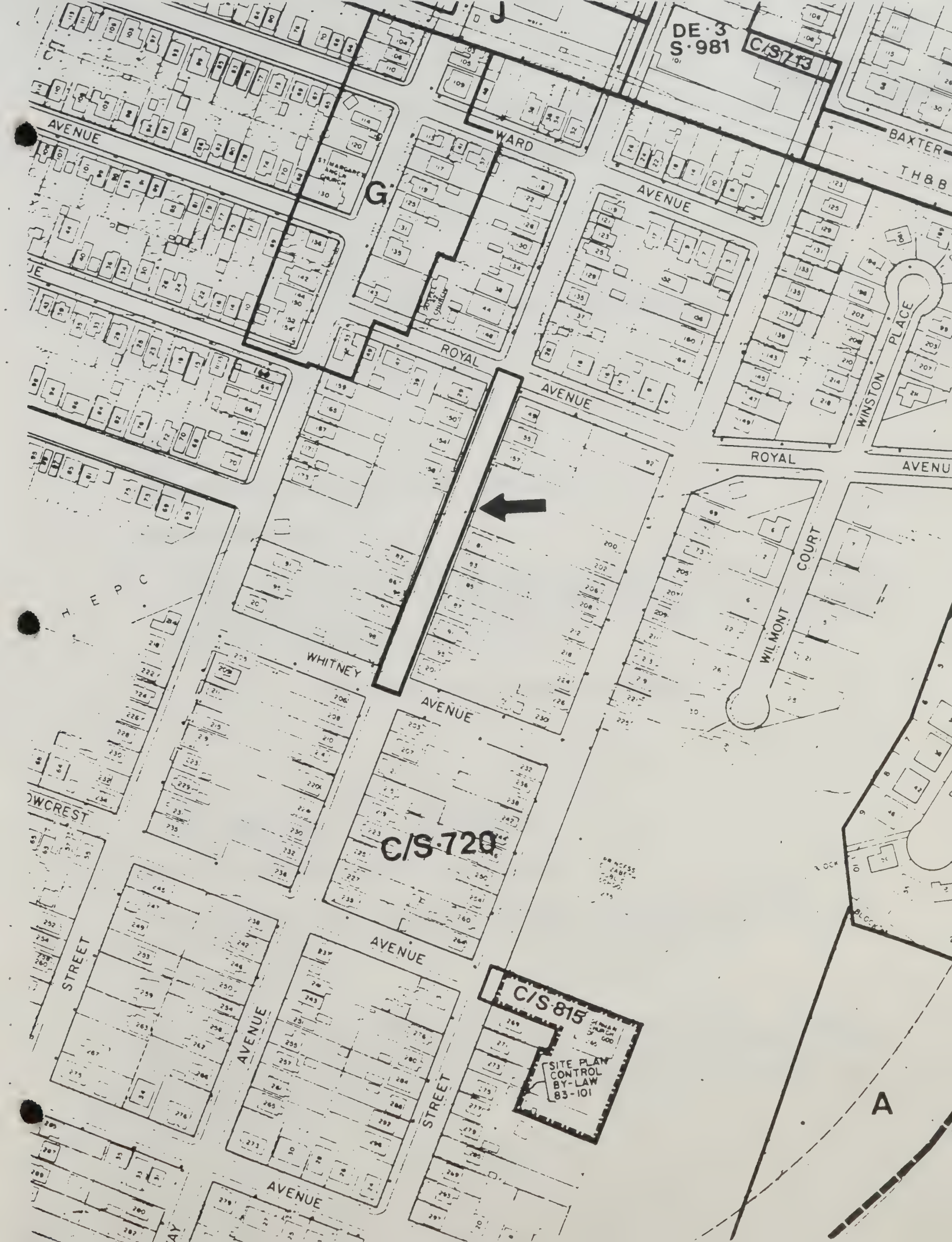
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 15 of the 19 one, two and three family dwellings abutting Broadway Avenue between Royal Avenue and Whitney Avenue, requesting that a "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All of the abutting residents who signed the petition are in favour of the requested regulation.

Broadway Avenue has a 30 foot pavement width, and presently, there is unrestricted free parking on the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by McMaster University students. The implementation of the requested regulation would reduce long-term non-resident parking in this block and area residents would be entitled to purchase permits at a charge of \$24.00 per year (plus G.S.T.) to exempt their vehicles from the signed time limit regulation. Therefore, since 79 per cent of the abutting residents are in favour of the requested regulation the Traffic Department concurs with this request.

^{HM}
HM/CVB/ks



DE 3
S-981

C/S-723

G

WARD

BAXTER
TH&B

WINSTON
PLACE

ROYAL

AVENUE

WILMONT
COURT

WHITNEY

AVENUE

C/S-720

C/S-815

SITE PLAN
CONTROL
BY-LAW
83-101

A

2(b)(1)(m)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 19

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

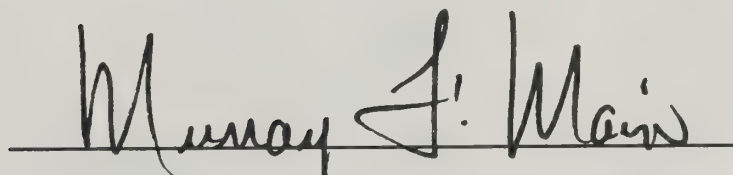
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Inglewood Drive - Parking Regulations. (TEC-246-92)

RECOMMENDATION:

- a) That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the south side of Inglewood Drive be extended such that the regulation commences at a point 239 feet east of the west curb line of Bay Street South and extends to the easterly end; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

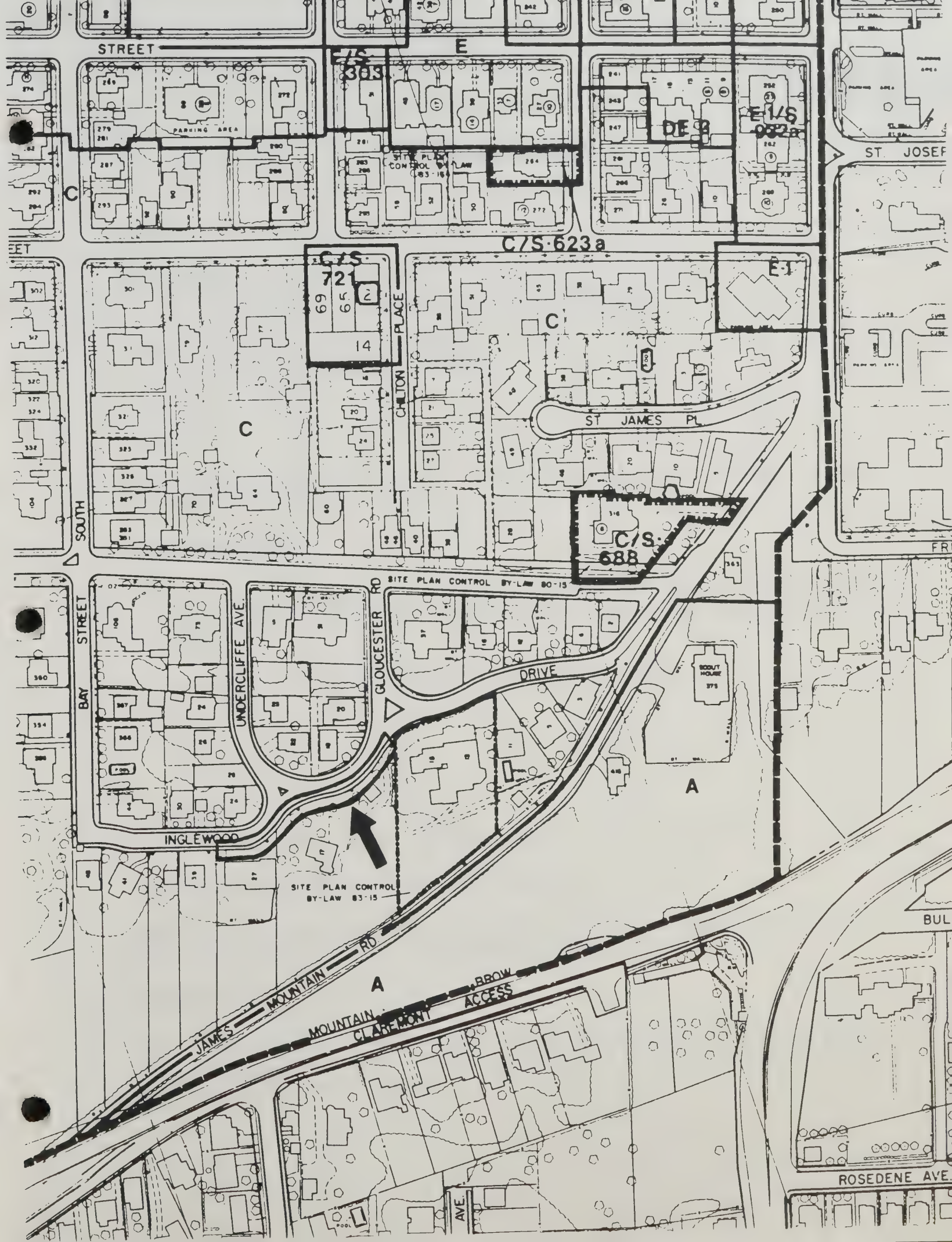
BACKGROUND:

The Traffic Department has received a letter from Mrs. Sandra Morris, No. 17 Inglewood Drive and Mrs. Gloria Wasserman, No. 27 Inglewood Drive requesting that the existing "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the south side of Inglewood Drive be extended to include the section of roadway directly in front of their homes.

Inglewood Drive has a 23 foot pavement width, and presently, there is a "No Parking, 9:00 a.m. to 4:00 p.m., Monday to Friday", regulation on the north side and unrestricted free parking on the south side of the street directly in front of and to the west of Nos. 17 and 27 Inglewood Drive. To the east of these homes is the existing "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation.

The residents who requested the regulation change have expressed concern regarding long-term non-resident parking during the day by employees and visitors of St. Joseph's Hospital. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 per year to exempt their vehicles from the signed time limit. Therefore, since both of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

1-6-74
HM/CVB/ks



2(BXiXn)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 20

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

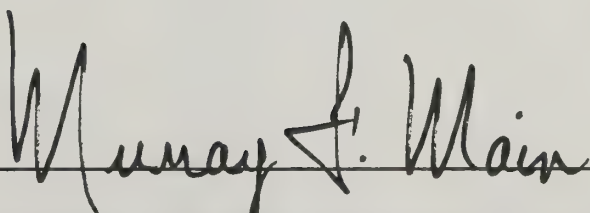
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of Acadia Drive between Butler Drive and Beaverton Drive - Parking Regulations. (TEC-251-92)

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the west side of Acadia Drive commencing at Butler Drive and extending to a point 152 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

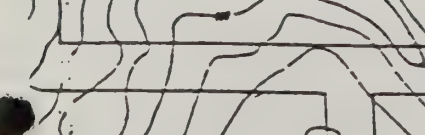
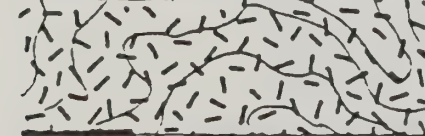
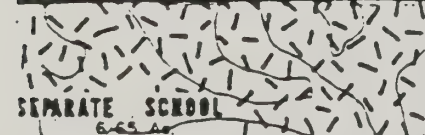
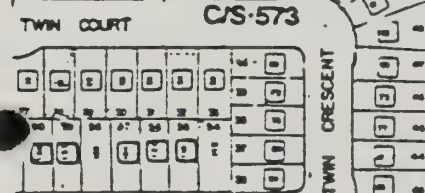
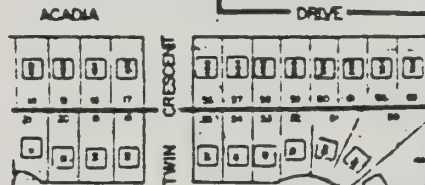
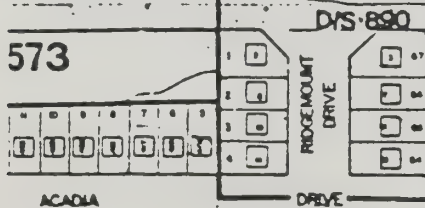
The Traffic Department received a request from the Hamilton Street Railway, that parking be prohibited on the west side of Acadia Drive between Butler Drive and Beaverton Drive, to facilitate bus turning movements.

Acadia Drive has a 28 foot pavement width, and presently, there is unrestricted free parking on the west side and there is a "No Parking" regulation on the east side of the street in this area. A representative of the Hamilton Street Railway has advised of concerns expressed by their bus operators, that students are parking their vehicles on the west side of the street in this area making turning movements somewhat difficult.

The implementation of the requested regulation would result in the loss of approximately two legal on-street parking spaces in this area. However, since all homes in this area have available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents. Therefore, the Traffic Department concurs with the request.

CVB/ks

573



H.E.P.C.

CHURCH ROAD

ROAD

EAST

D/S-890

ROCKMOUNT DRIVE

DRIVE

AA

HOLLAND AVENUE

AA

R-4

BEAVERTON DRIVE

R-4-H/S-1028

BUTLER DRIVE

AA

ACADIA DRIVE

AA/S-684

PUBLIC SCHOOL

20.66 AC

12.40 AC

2.26 AC

2.90 AC

SHERMAN AVENUE

210XIX01

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 06

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

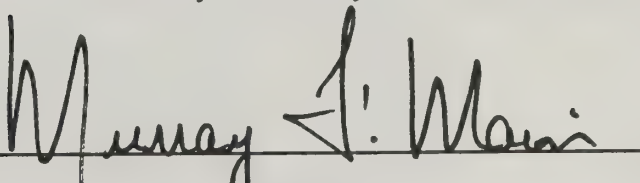
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 174 Weir Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident. (TEC-237-92)

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the east side of Weir Street North commencing at a point 234 feet south of Britannia Avenue and extending to a point 22 feet southerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Ms. Phylis Seraphin, No. 174 Weir Street North; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

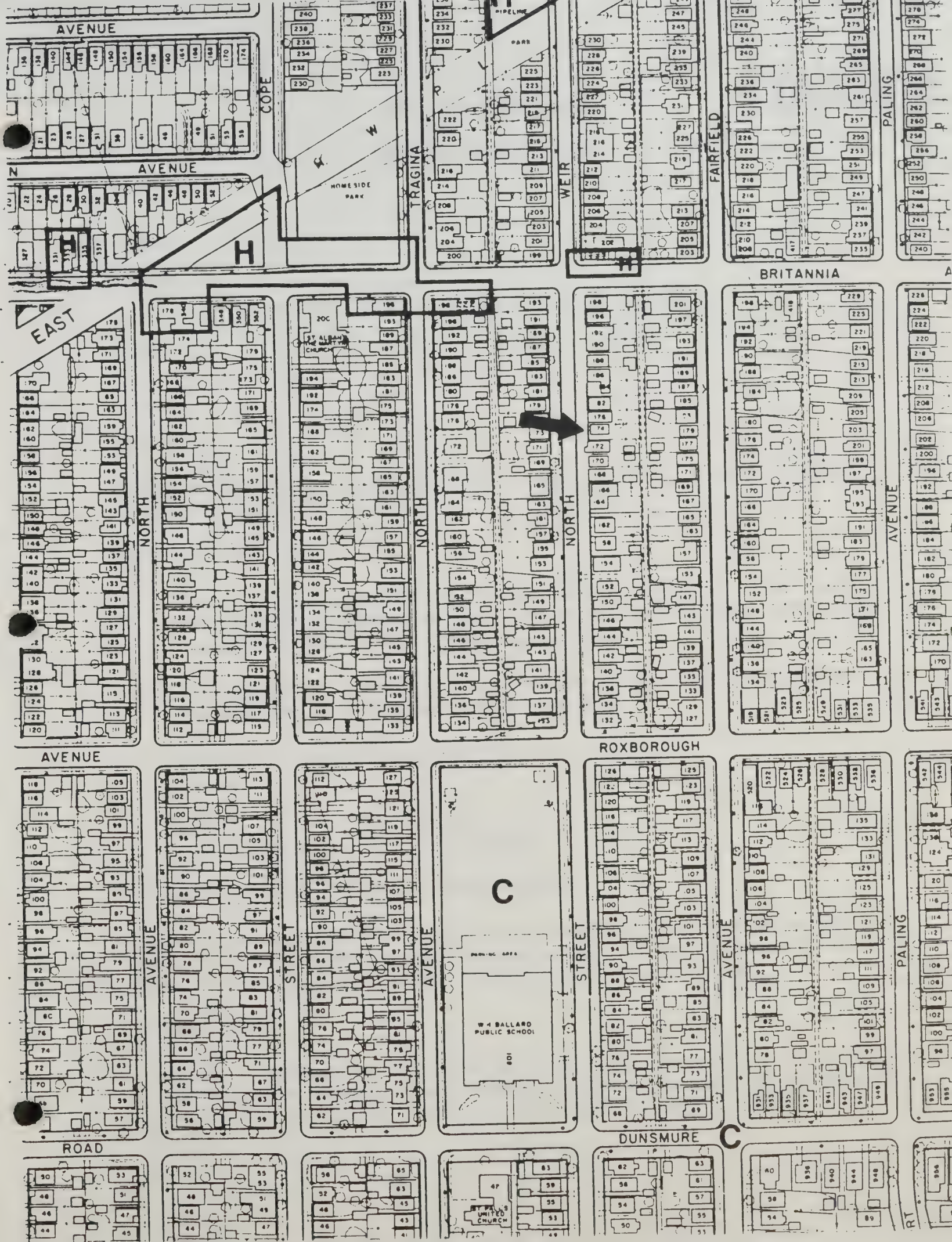
BACKGROUND:

The Traffic Department has received a request from Ms. Phylis Seraphin, No. 174 Weir Street North, that a reserved "Permit Parking" space be designated on the east side of Weir Street North in front of her home since she is disabled.

Weir Street North has a 24 foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted free parking on the east side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Ms. Phylis Seraphin possesses the valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.


HM/CVB/ks



2(BXi)(P)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 06

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

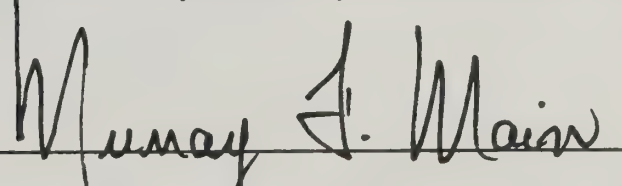
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 147 Haddon Avenue South - Request for a Reserved "Permit Parking" Space for a Disabled Resident. (TEC-235-92)

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the east side of Haddon Avenue South commencing at a point 25 feet north of Westwood Avenue and extending to a point 22 feet northerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Bahadur, No. 147 Haddon Avenue South; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mrs. Bahadur, No. 147 Haddon Avenue South, that a reserved "Permit Parking" space be designated on the east side of Haddon Avenue South in front of her home since she is disabled.

Haddon Avenue South has a 30 foot pavement width, and presently, there is a "No Parking" regulation on the west side and a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Bahadur possesses the valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

HM
HM/CVB/ks



2(B)(X)(9)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 17

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

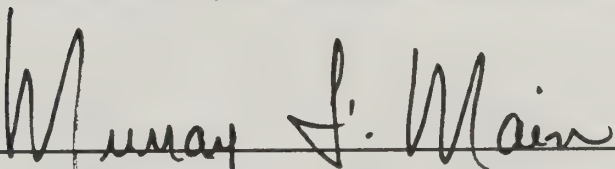
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 145 Howe Avenue - Request to Remove an Existing Wheelchair Loading Zone. (TEC-248-92)

RECOMMENDATION:

- a) That the existing "No Stopping, Wheelchair Loading Only 24 hours a day, seven days a week" regulation on the north side of Howe Avenue that commences at a point 62 feet west of East 17th Street and extends to a point 25 feet westerly therefrom be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



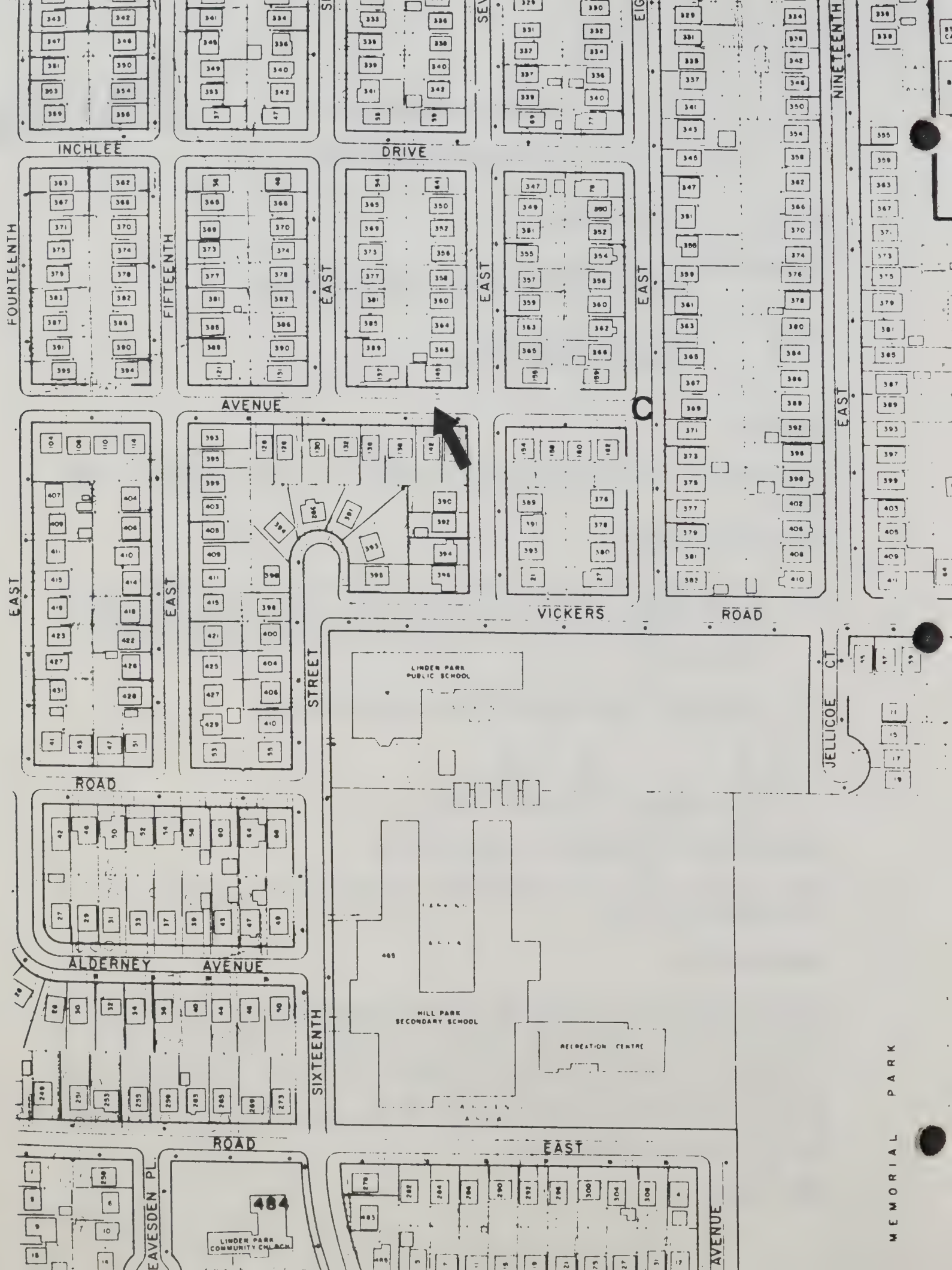
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of removing the signs.

BACKGROUND:

The City Council, on 1990 August 28, approved a request from Mrs. Lois Valentic, 145 Howe Avenue, that a "No Stopping, Wheelchair Loading Only" regulation be designated on the street in front of her home since her son is disabled. The Traffic Department has recently received a request from Mrs. Lois Valentic to remove the existing "No Stopping, Wheelchair Loading Only" regulation, since she and her son will be moving on 1992 November 27, and the regulation will be no longer required. Therefore, the Traffic Department concurs with this request.


HM/CVB/ks



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CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 17

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

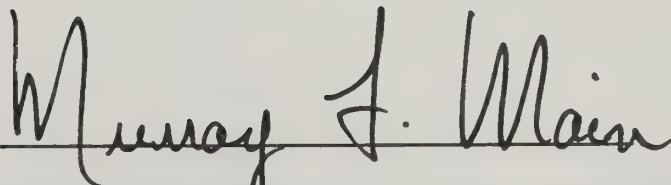
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 215 Garside Avenue South - Request for Wheelchair Loading Zone. (TEC-249-92)

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 24 hours a day, seven days a week" regulation be implemented on the east side of Garside Avenue South commencing at a point 54 feet north of the north curb line of Bartonville Court and extending to a point 30 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Willowby, No. 215 Garside Avenue South, that a "No Stopping, Wheelchair Loading Only" regulation be designated on the east side of the street directly in front of her home since she is disabled and requires the frequent use of Darts buses for doctor appointments and shopping.

Garside Avenue South has a 28 foot pavement width, and presently, there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side and unrestricted free parking on the east side of the street in this area. The requested regulation would result in the loss of only one legal on-street parking space directly in front of the applicant's property. However, since virtually all residents in this area have available off-street parking, staff do not anticipate any parking problems for area residents and concur with the request.

^{hm}
HM/CVB/ks



2(BXiXs)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 18

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

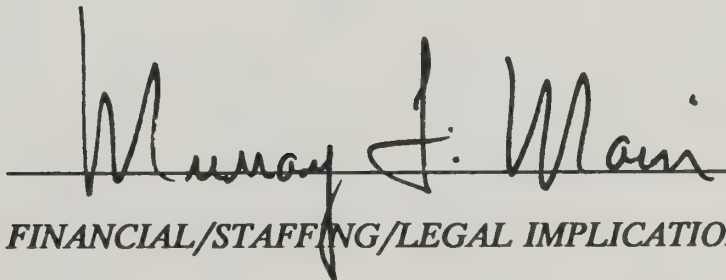
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 41 Garside Avenue North - Request for a Wheelchair Loading Zone. (TEC-247-92)

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 24 hours a day, seven days a week" regulation be implemented on the west side of Garside Avenue North commencing at a point 180 feet south of the south curb line of Dunsmure Road and extending to a point 18 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Sharon Bean, No. 41 Garside Avenue North, that a "No Stopping, Wheelchair Loading Only" regulation be designated on the west side of the street directly in front of her home since she is disabled and requires the frequent use of Darts buses for doctor appointments and shopping.

Garside Avenue North has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The requested regulation would result in the loss of only one legal on-street parking space directly in front of the applicant's property. However, since virtually all residents in this area have available off-street parking, staff do not anticipate any parking problems for area residents and concurs with the request.

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HM/CVB/ks



2(0X1X+)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 18

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

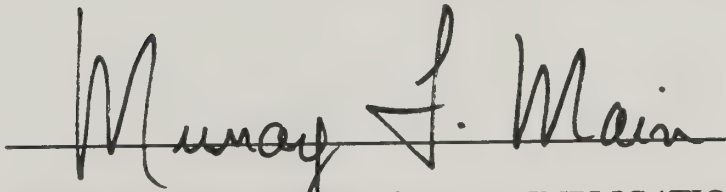
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 200 Cranbrook Drive (R.A. Riddell Public School) - Request for Wheelchair Loading Zone. (TEC-250-92)

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of Cranbrook Drive commencing at a point 152 feet south of the south curb line of Greendale Drive and extending to a point 40 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Jim Mackroy, Vice Principal, R.A. Riddell Public School, that a "No Stopping, Wheelchair Loading Only" regulation be implemented on the west side of the street directly in front of the front doors of R.A. Riddell Public School since there are several disabled students who attend this school and require the use of special vehicles to get to and from school.

Cranbrook Drive has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted free parking on the east side of the street in this area. Mr. Mackroy has advised that parents often stop and wait in this area while loading and unloading their children making it difficult for Darts vehicles to load in close proximity of the front doors. The requested regulation would result in the loss of no legal on-street parking spaces since the requested regulation would be implemented in an area presently signed "No Parking". Therefore, the Traffic Department concurs with the request.

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HM/CVB/ks

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CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 19

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

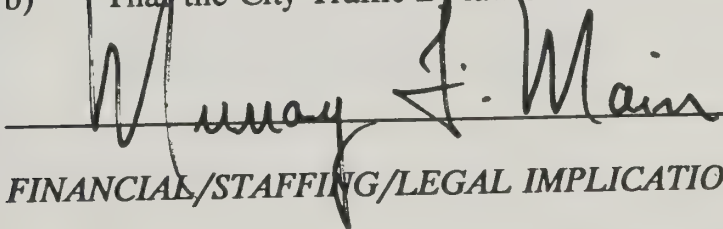
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 112 Ontario Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident. (TEC-254-92)

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the west side of Ontario Street which commences at a point 56 feet south of Stinson Street and extends to a point 24 feet southerly therefrom be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

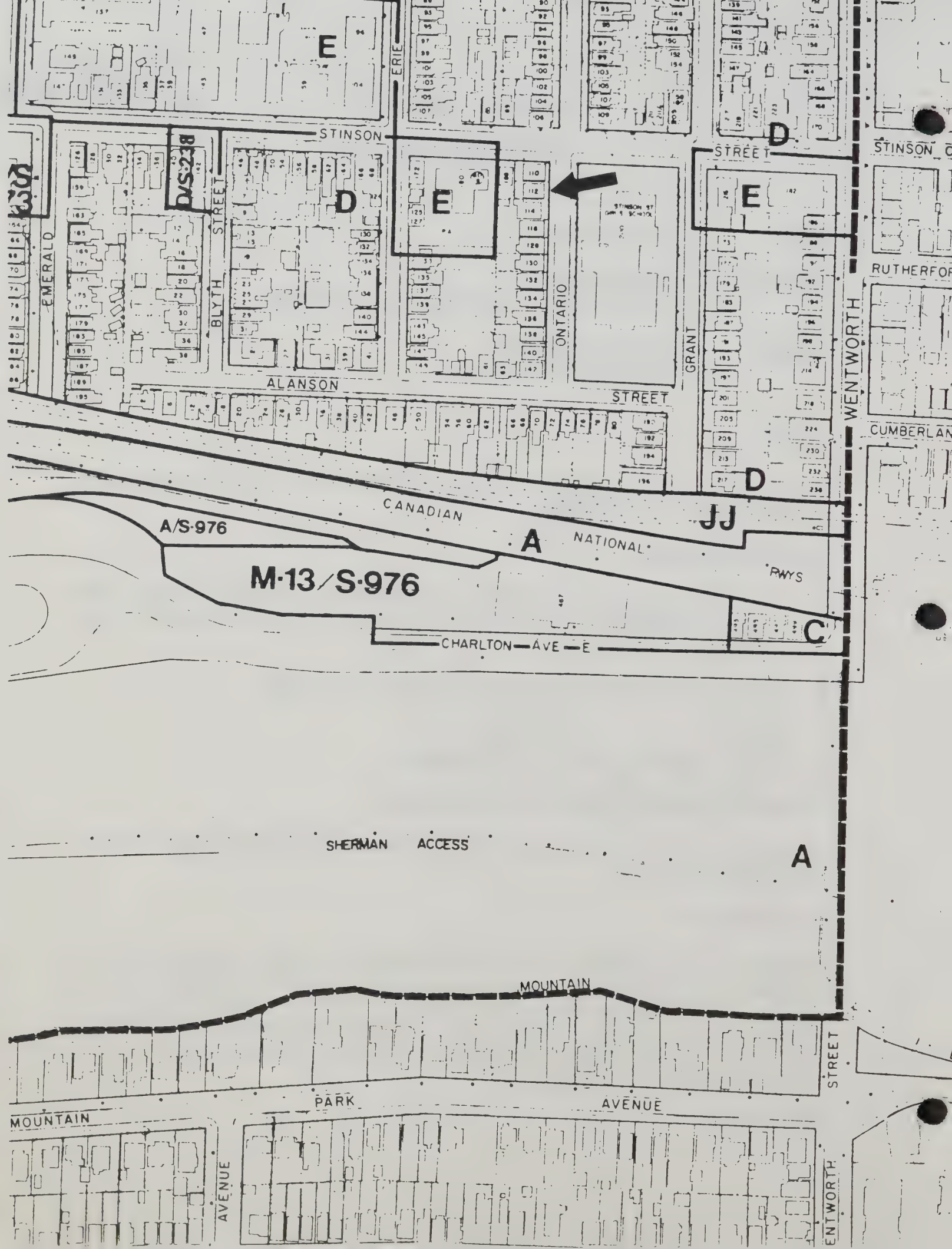
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of removing the signs.

BACKGROUND:

In 1988, City Council approved a request from Mr. Rudy Schinchick, 112 Ontario Street, to implement a reserved "Permit Parking" space on the west side of Ontario Street since he is disabled. However, Rudy's mother, Mrs. Schinchick, has recently advised that Rudy now lives in Toronto and no longer requires the reserved permit parking space. Mrs. Schinchick has requested that the regulation directly in front of her home be removed and the Traffic Department concurs with this request.

HM/CVB/ks



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SHERMAN ACCESS

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CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 4

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

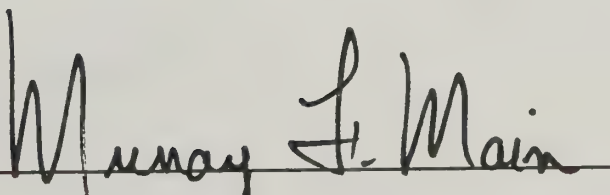
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 2 Blackthorne Avenue - Discharge of a Residential Boulevard Parking Agreement.
[TEC-228-92]

RECOMMENDATION:

- a) That the existing residential boulevard parking agreement registered as Instrument No. 392306 A.B. to the property at No. 2 Blackthorne Avenue be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

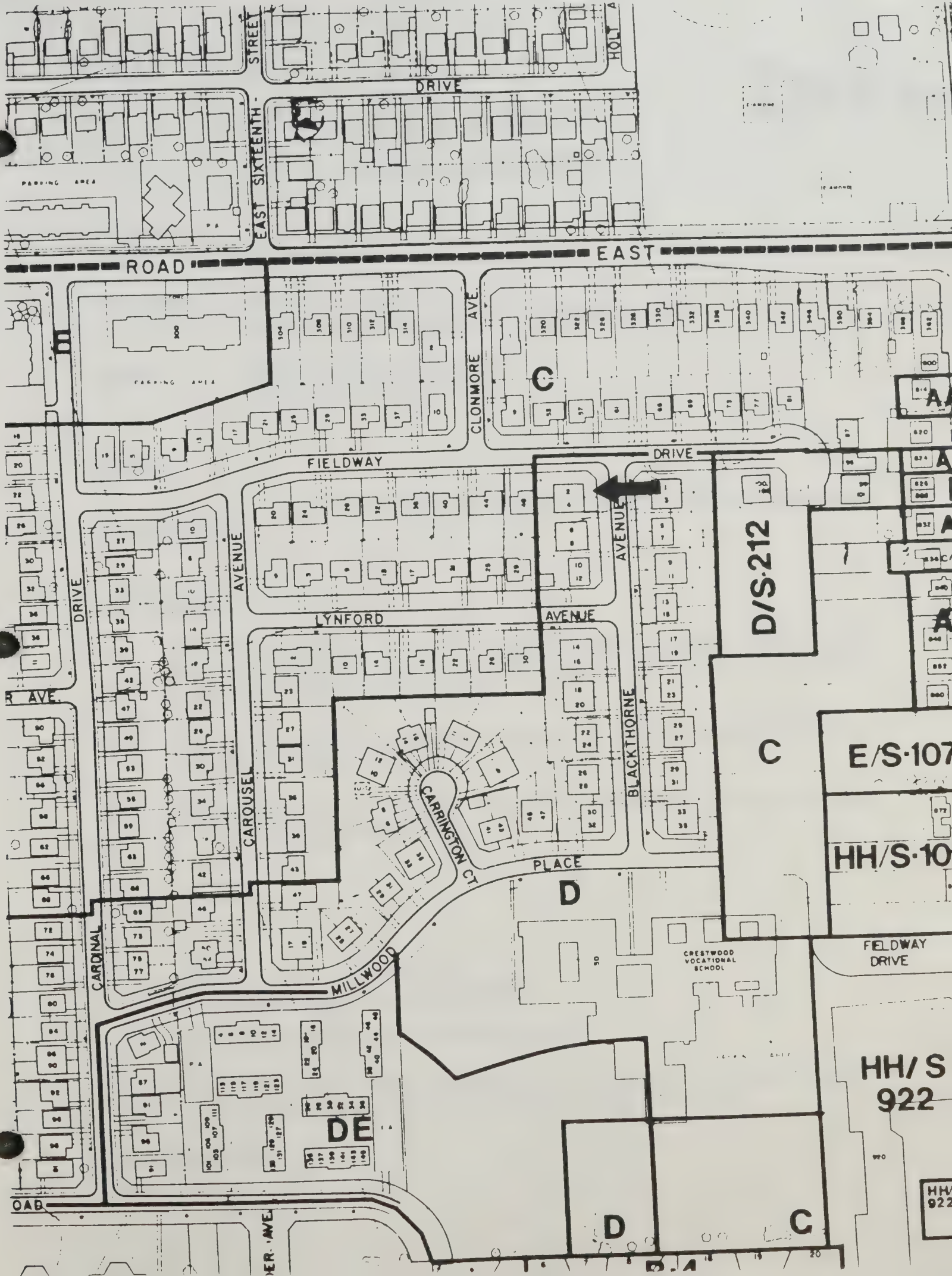
In 1975, the Traffic Department approved an application by the owner of the property at No. 2 Blackthorne Avenue to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the

Land Registry office by the owner of the property on 1975 October 09.

The owner of the property has now written to the Traffic Department requesting that the existing agreement be discharged, since they can now park their vehicles completely on their own property. Therefore, the Traffic Department concurs with this request.


CVB/MH/ca

cc: Ms. Patrice Noe Johnson



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CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 11

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

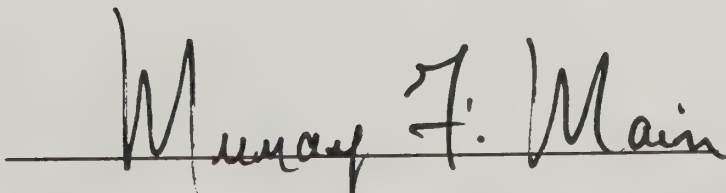
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 252 Balmoral Avenue North - Discharge of Residential Boulevard Parking Agreement.
[TEC-240-92]

RECOMMENDATION:

- a) That the existing residential boulevard parking agreement registered as Instrument No. 453694 C.D. to the property at No. 252 Balmoral Avenue North be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and
- c) That the owner of the property be permitted to execute a revised residential boulevard parking agreement.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In accordance with the present City Council policy, the property owner would be required to pay \$20.00 to the City annually for insurance and administrative costs.

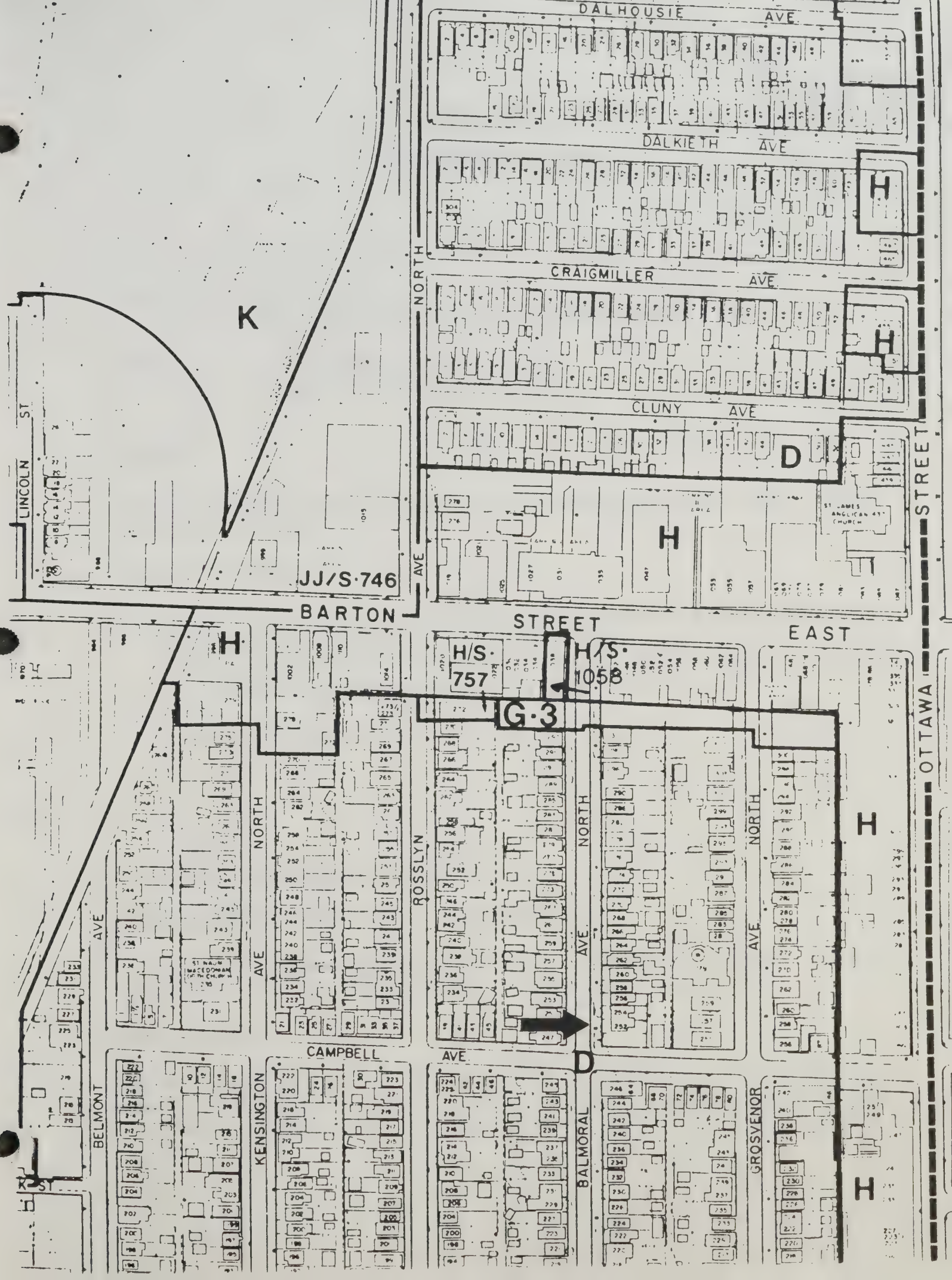
BACKGROUND:

In 1988, the Traffic Department approved an application by the owner of the property at No. 252 Balmoral Avenue North to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry office by the owner of the property on 1988 April 26.

The owner of the property has now written to the Traffic Department requesting that the existing agreement be discharged, so that she may enter into a new agreement to allow two vehicles to be parked partially on the City boulevard in front of this house. The Traffic Department has concluded that there is sufficient space partially on the City boulevard and partially on the private property to accommodate two vehicles. Therefore, the Traffic Department concurs with this request.

cc: Ms. Patrice Noe Johnson, City Solicitor

CVB/ca



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CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 03

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

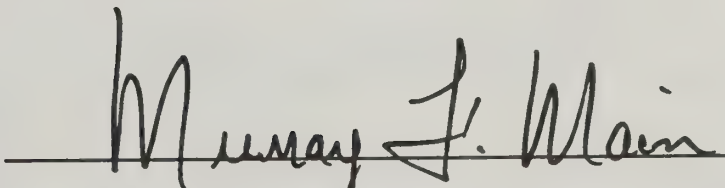
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

School Bus Loading Zone on the South Side of Herkimer Street Adjacent to St. Joseph's School. (TEC-222-92)

RECOMMENDATION:

- a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Herkimer Street commencing at a point 117 feet west of the west curb line of Locke Street South and extending to a point 120 feet westerly therefrom be extended a further 64 feet westerly; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

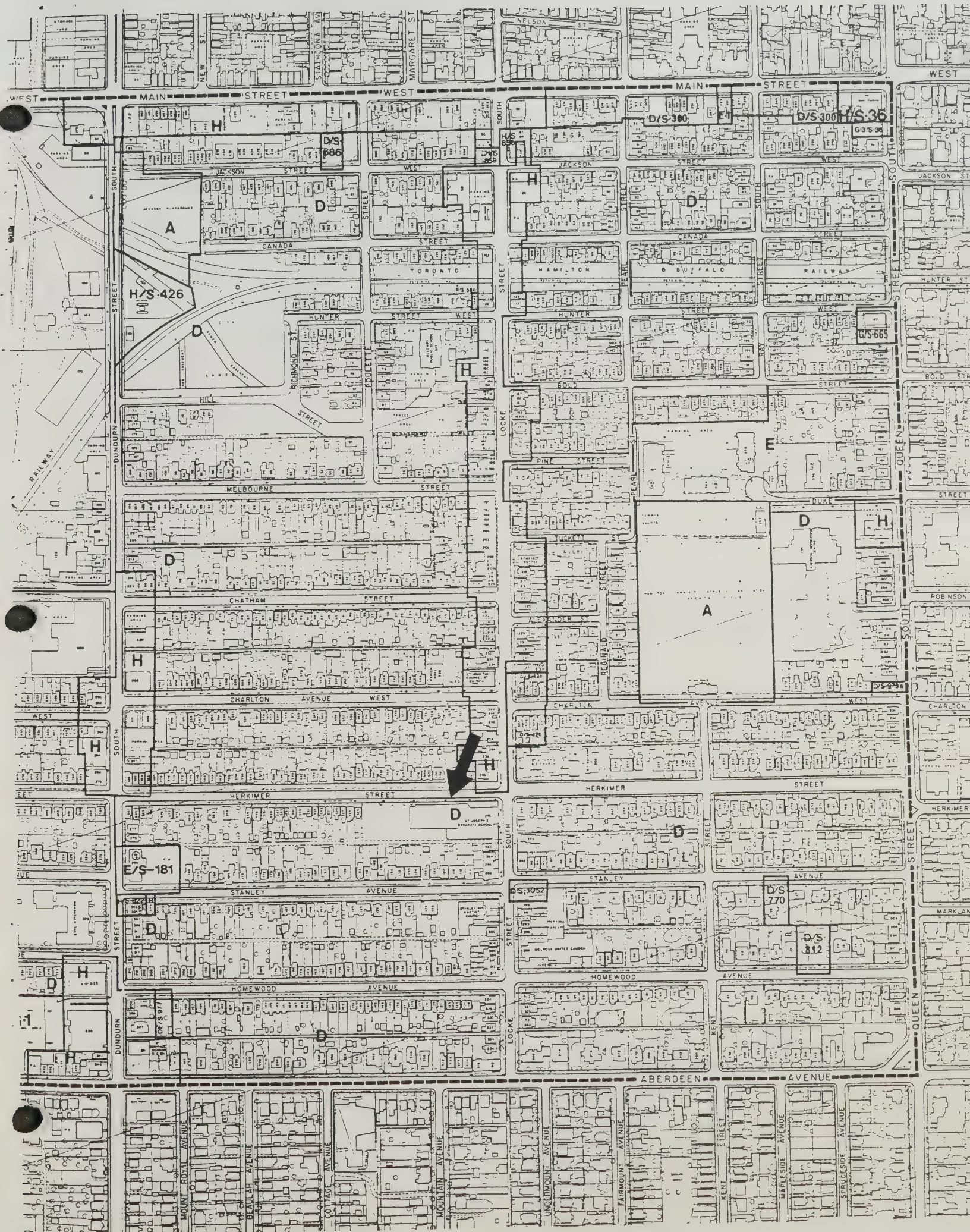
BACKGROUND:

The Hamilton-Wentworth Roman Catholic Separate School Board has requested that the existing School Bus Loading Zone located on the south side of Herkimer Street adjacent to St. Joseph's School be extended to accommodate an additional school bus (4 in total).

On 1988 March 21, the Transport and Environment Committee approved the current location for a School Bus Loading Zone regulation. Subsequently, City Council endorsed this recommendation on 1988 March 29. At the time of approval, the school was serviced by three school buses and the extent of the regulation was deemed satisfactory by both the City and School Board.

Presently, parking is prohibited between the hours of 7:00 a.m. to 6:00 p.m., Monday to Saturday, on the south side of Herkimer Street adjacent to the school. Therefore, extending the existing School Bus Loading Zone would not result in the loss of any on-street parking spaces. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of school children is taking place on Herkimer Street, the Traffic Department concurs with the request.

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CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 05

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

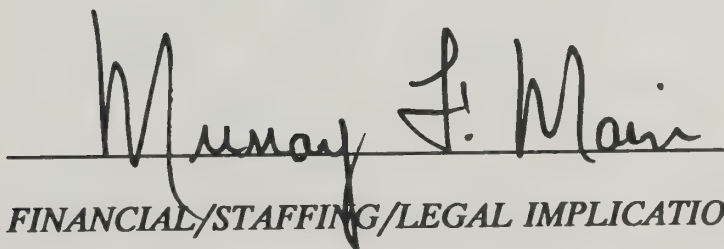
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

School Bus Loading Zone on Greencedar Drive adjacent to St. Vincent de Paul School.
(TEC-231-92)

RECOMMENDATION:

- a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Greencedar Drive commencing at a point 50 feet west of the west curb line of Greenguild Avenue and extending to a point 100 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

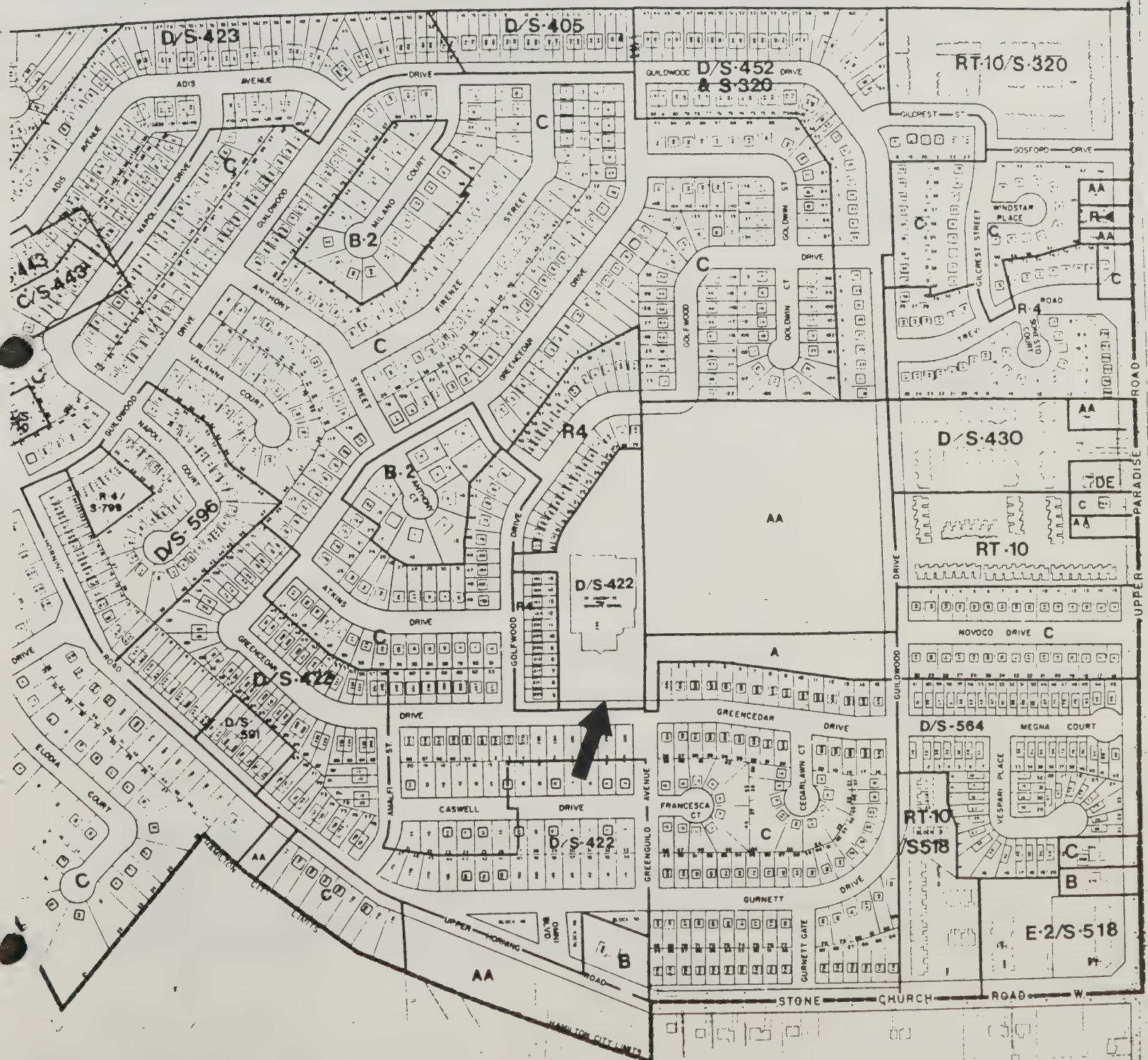
Through routine patrolling for sign maintenance, improper School Bus Loading Zone signs were detected on Greencedar Drive adjacent to St. Vincent de Paul School. These signs were erected by unknown persons and apparently not by the City.

Traffic Department staff have contacted Mrs. Flanagan, Principal of the school to discuss the situation and determine what course of action is required. The school is currently serviced by one regular school bus and has other buses intermittently stopping at the school. The area in question is a recessed portion of Greencedar Drive, specifically constructed for use as a "bus bay". In consultation with the Principal, it was decided that this curb space should be reserved for school buses to load/unload children during normal school hours.

Presently, there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation in this area, thus the official approval of a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation will not have any adverse effect on existing on-street parking. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of school children is taking place on Greencedar Drive, the Traffic Department concurs with the request.

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TA/MH/ks

• MOUNTAIN ~~FREEWAY~~ FREEWAY



2(BX)(XZ)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 October 22

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

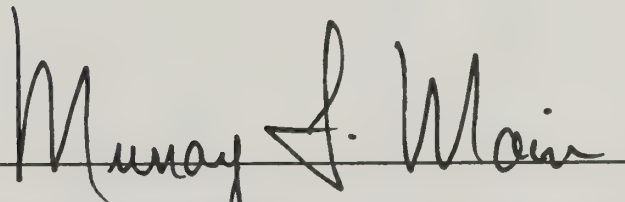
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Apartment Building at No. 479 Aberdeen Avenue - Application for a Time Limit Exemption Permit. (TEC-215-92)

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first six eligible applicants residing in the apartment building at No. 479 Aberdeen Avenue.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for \$144.00 in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

The Traffic Department has received a request from a resident of the apartment building at No. 479 Aberdeen Avenue, that Time Limit Exemption Permits be issued to residents of this building. The subject building is located on the south-west corner of Aberdeen Avenue and Hyde Park Avenue, and the applicant has advised that he wishes to park his vehicle in the time limit areas in the vicinity of this building.

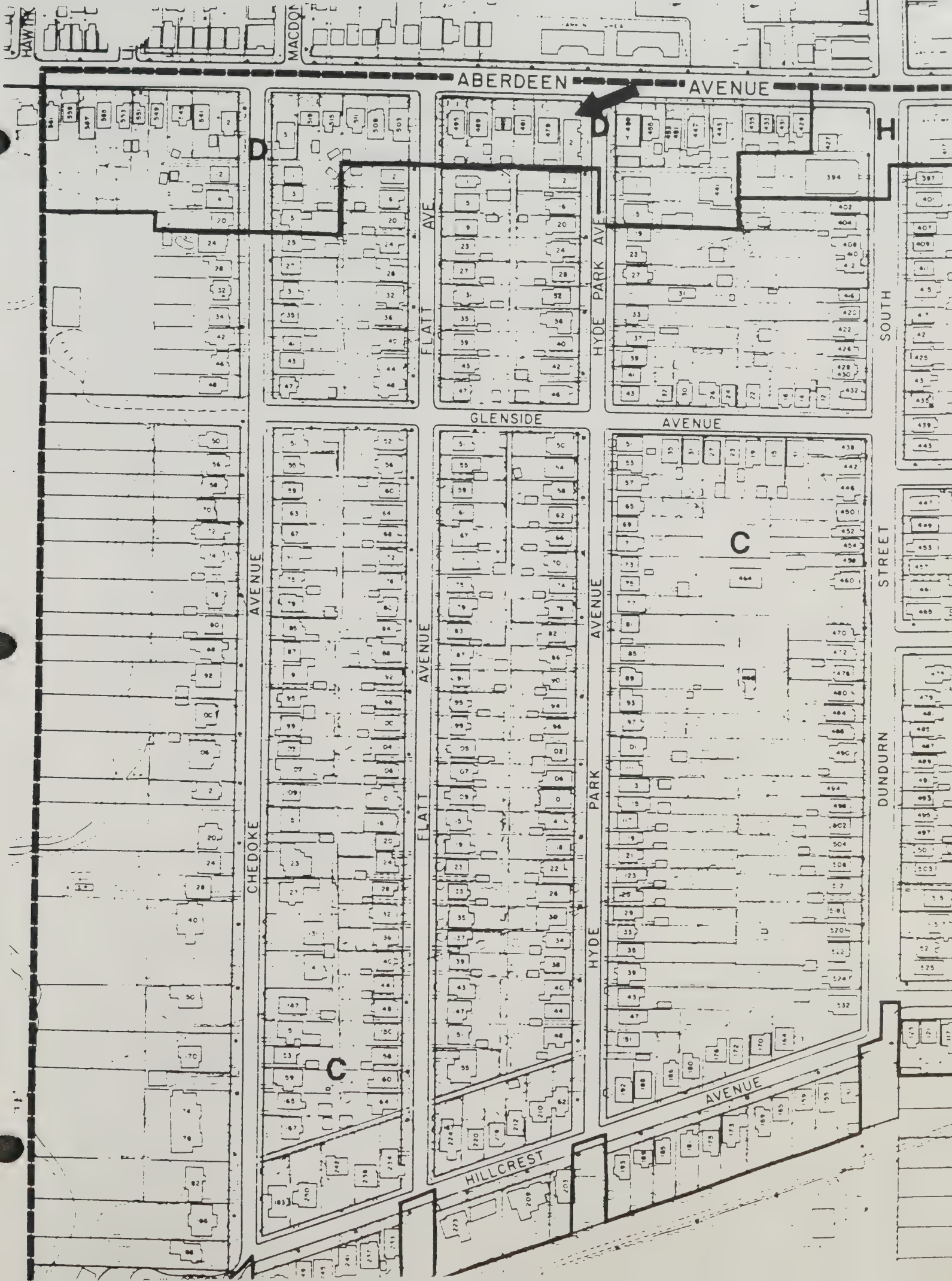
An investigation has revealed that there are six dwelling units in the subject apartment building, and that there are no off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Aberdeen Avenue in this area consists generally of single family homes.

Periodic observations reveal that Hyde Park Avenue in this area is moderately parked during the day. However, since there has not been a great demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking. Thus, the issuance of Time Limit Exemption Permits to residents of this building should not create any parking problems for other area residents. Therefore, the Traffic Department concurs with this request.

The Zoning By-law requires that a minimum of eight off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of eight off-street parking spaces in accordance with the current Zoning By-law requirements. However, since there are only six dwelling units, it would be appropriate to issue a maximum of six parking permits to the residents of the building on a first come first served basis.

Heur

HM/CVB/ks



ABERDEEN AVENUE

FLATT AVE

HYDE PARK AVE

GLENSIDE AVENUE

AVENUE

CHEDOKE AVENUE

FLATT AVENUE

HYDE PARK AVENUE

SOUTH STREET
DUNDURN STREET

HILLCREST

AVENUE

2(0Xii)(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 October 21

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

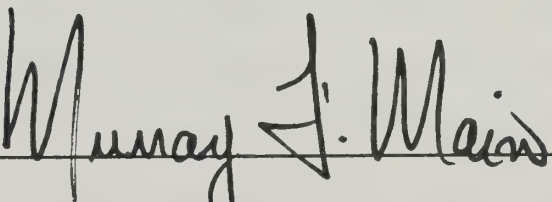
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Removal of left turn prohibition - King Street West at Dalewood Avenue/Dalewood Crescent. [TEC-211-92]

RECOMMENDATION:

That the eastbound left turn prohibition from King Street West to Dalewood Crescent be removed.



Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

During the reconstruction of Main Street West, eastbound left turns from King Street West to Dalewood Crescent were prohibited. This prohibition was necessary to allow two westbound lanes to turn left at this same intersection. Construction of Main Street West is complete and the westbound left turns are again being completed in one lane. Therefore, it is recommended that the eastbound left turn prohibition be removed.

GS/GF/ca



2(10X11X6)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 October 28

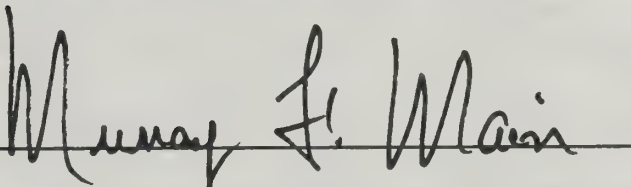
REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:
Intersection of Venetian Drive and Greencedar Drive. [TEC-220-92]

RECOMMENDATION:

- a) That westbound traffic on Venetian Drive be required to stop for northbound and southbound traffic on Greencedar Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Don Ross has requested that stop control be implemented at the intersection of Venetian Drive and Greencedar Drive.

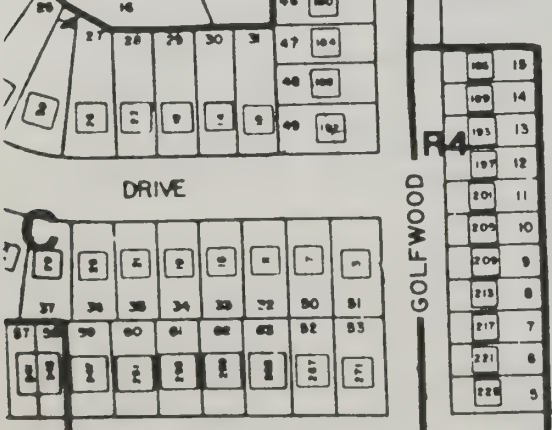
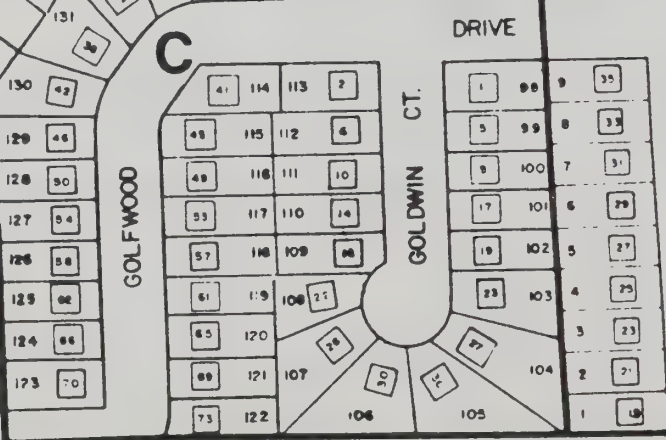
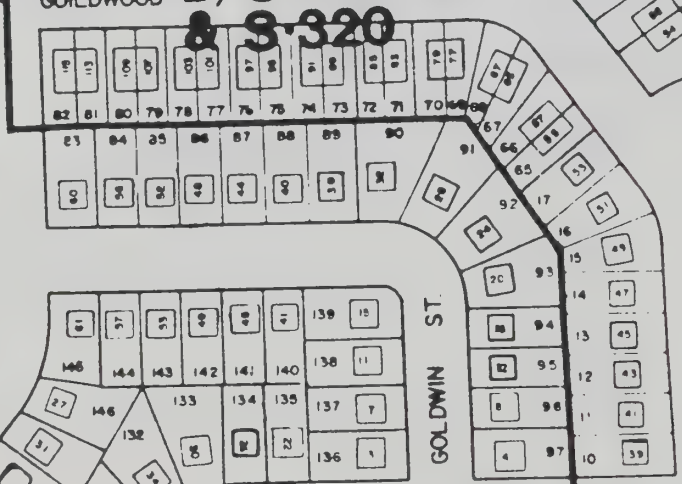
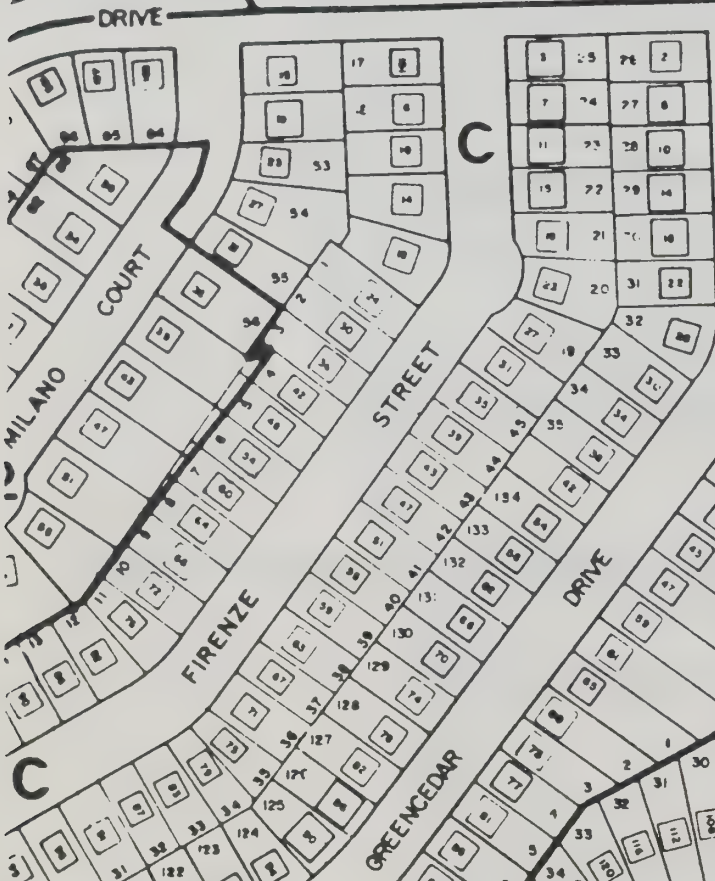
The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection since it was constructed. This is an excellent collision record for this type of intersection. However, the Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right-hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that westbound traffic on Venetian Drive be required to stop for northbound and southbound traffic on Greencedar Drive.

CVB/MH/ca

D/S-405

GUILDWOOD DRIVE
D/S-452
& S-320

GILGORE



D/S-422
ST VINCENT DE PAUL
SEPARATE SCHOOL

VENETIAN

AA

A

DRIVE

GUILDWOOD

DRIVE

GREENCEDAR

DRIVE

2(b)(ii)(c)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 3

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

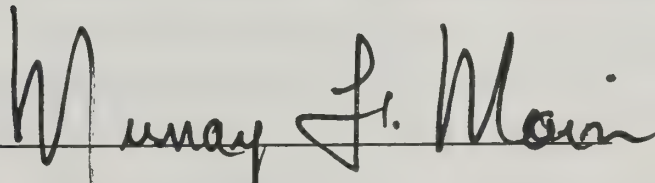
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Guildwood Drive and Novoco Drive - Intersection Control [TEC-224-92]

RECOMMENDATION:

- (a) That three-way stop control be implemented at the intersection of Guildwood Drive and Novoco Drive; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

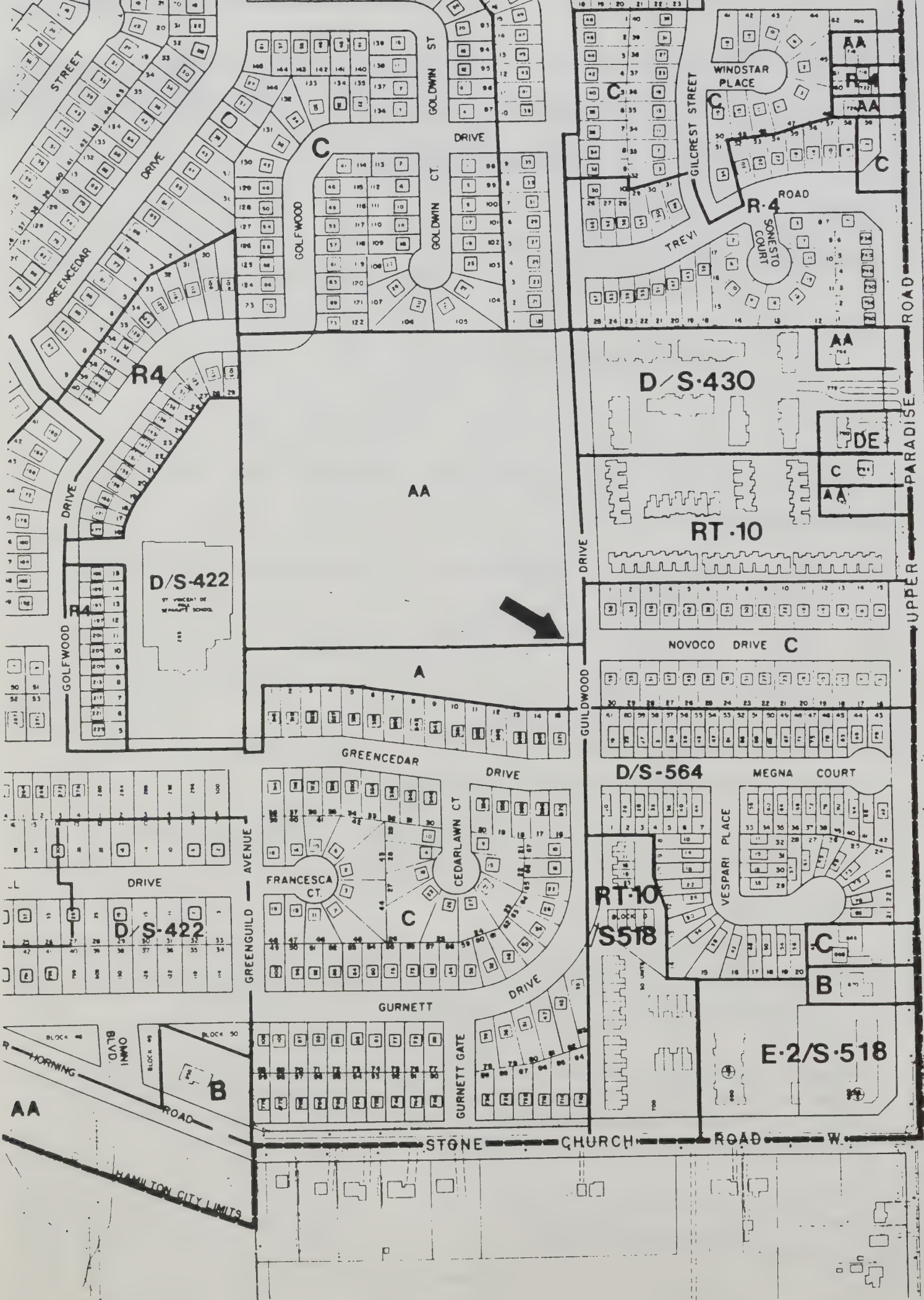
Sufficient funds are available in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman Frank D'Amico recently requested an investigation to the need for three-way stop control at the intersection of Guildwood Drive and Novoco Drive. The subject intersection is a "T" shaped intersection, and presently, westbound traffic on Novoco is required to stop for northbound and southbound traffic on Guildwood.

Although the intersection has experienced a perfect collision record, it does meet one of the criteria for all-way stop control since it is in close proximity to St. Vincent de Paul Separate School and Gordon Price Public School, as well as being immediately adjacent to Shawinigan Park. Therefore, the Traffic Department concurs with this request.

MH/jd



D/S-422

ST VINCENT DE PAUL SCHOOL

D/S-430

RT-10

NOVOCO DRIVE C

D/S-564

MEGNA COURT

RT-10
S518

E-2/S-518

STONE CHURCH ROAD W

AA

B

B

C

S518

AA

A

C

AA

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2(BX11X4)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 12

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

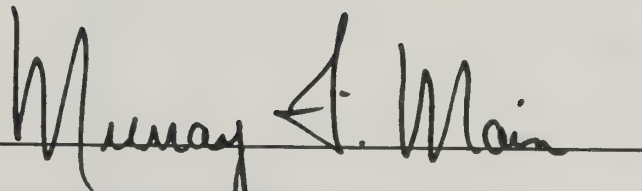
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of St. Olga Street and Solidarnosc Place - Intersection Control. (TEC-242-92)

RECOMMENDATION:

- a) That southbound traffic on St. Olga Street be required to stop for eastbound and westbound traffic on Solidarnosc Place; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

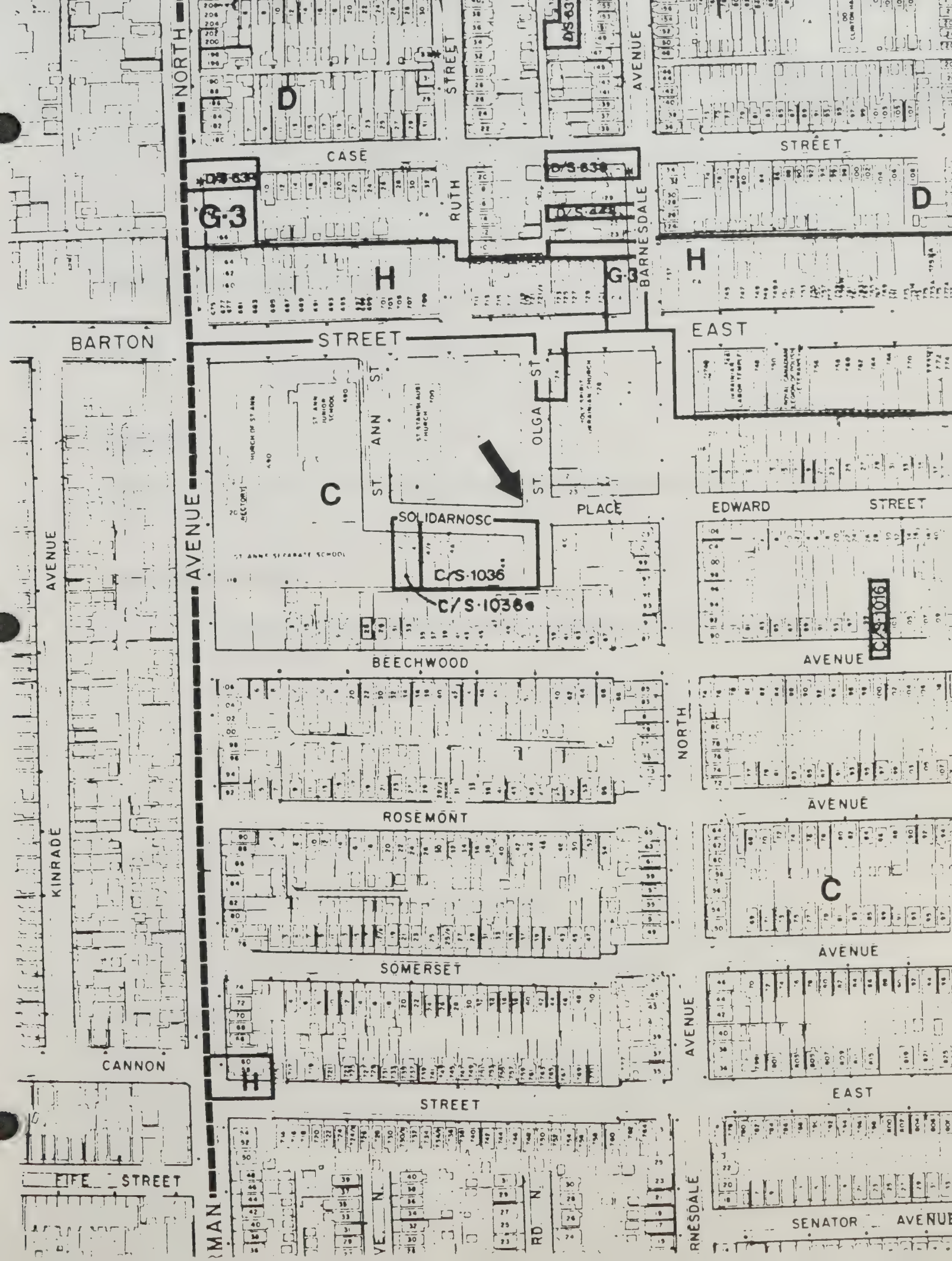
BACKGROUND:

The Traffic Department has received a request from Mrs. Ling, No. 77 Somerset Avenue, that stop control be implemented at the intersection of St. Olga Street and Solidarnosc Place.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there has been only one reported collision at this intersection in the past seven years. This is a reasonably good collision record for this type of intersection. However, the Traffic Department is not opposed to the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists.

Therefore, the Traffic Department recommends that southbound traffic on St. Olga Street be required to stop for eastbound and westbound traffic on Solidarnosc Place.


HM/CVB/ks



NORTH AVENUE

BARTON AVENUE

KINRADE AVENUE

CANNON STREET

LIFE STREET

VE. N. RD. N.

CASE

RUTH

BARNESDALE AVENUE

STREET

EAST AVENUE

EDWARD STREET

AVENUE

AVENUE

AVENUE

EAST AVENUE

SENATOR AVENUE

STREET

ST ANN ST

ST OLGA ST

PLACE

BEECHWOOD

ROSEMONT

SOMERSET

STREET

G-3

C

C/S-1036

C/S-1036

SOLIDARNOSC

9101010

20X11X2

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 20

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee


FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Hughson Street and King William Street - Intersection Control. [TEC-214-92]

RECOMMENDATION:

- a) That all-way stop control be implemented at the intersection of Hughson Street and William Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

 MURRAY F. MAIN

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

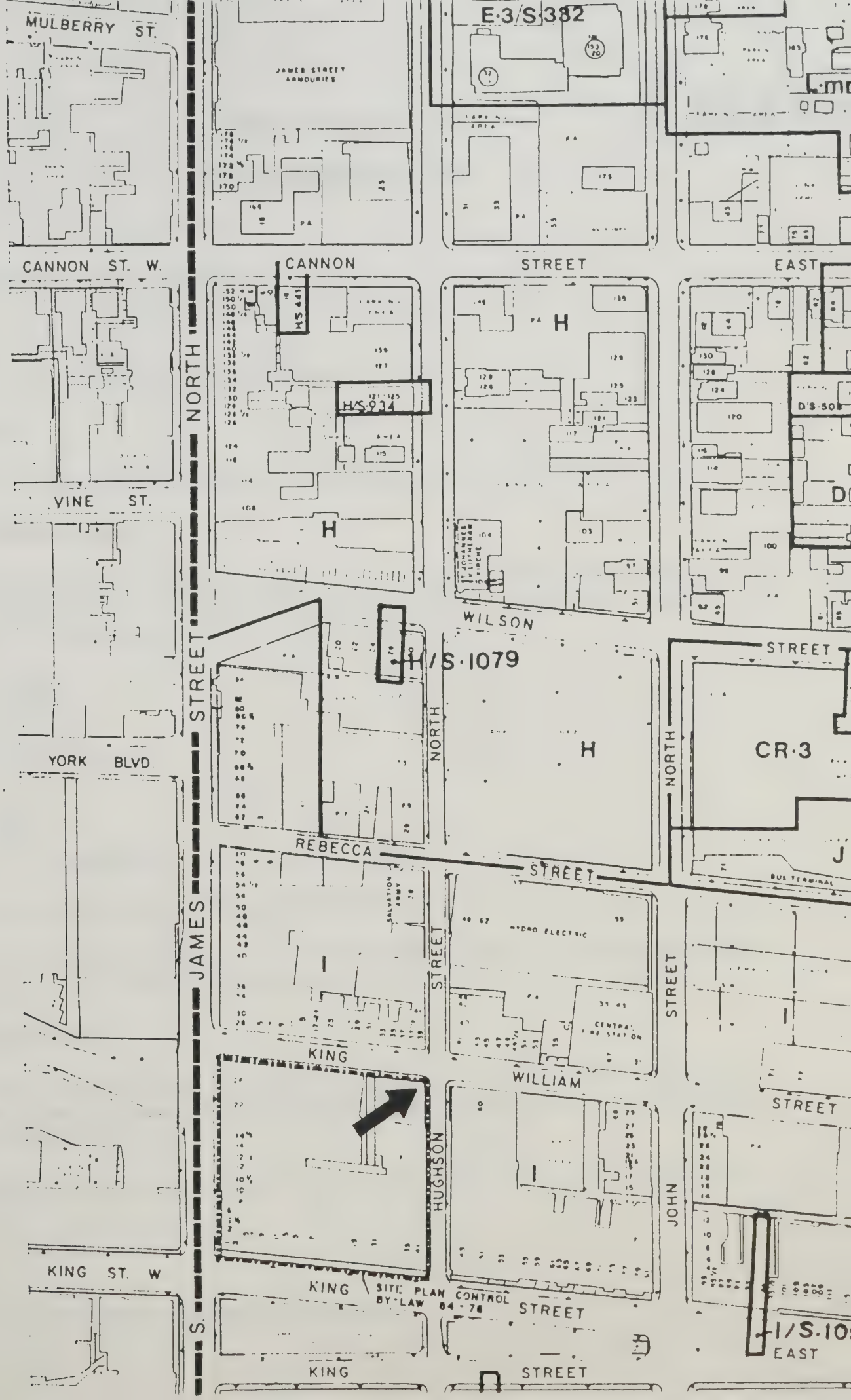
BACKGROUND:

The Traffic Department has received a request from Deputy Chief G.H. Smith of the Hamilton Fire Department and from Mrs. Orme of No. 39 King William Street for additional traffic control at the intersection of Hughson Street and King William Street.

The subject intersection is a four-leg intersection of two one-way streets, and presently, northbound traffic on Hughson Street is required to stop for eastbound traffic on King William Street. Traffic Department records indicate that the intersection has experienced an average of 7.5 collisions per year over the past four years. This is a relatively poor collision record for this type of intersection.

Due to the high collision record, one of the criteria respecting the use of all-direction stop control is met. Therefore, the Traffic Department recommends that all-way stop control be implemented at the intersection of Hughson Street and King William Street.

DA/MS/ca



2 (B)(iii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 3

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

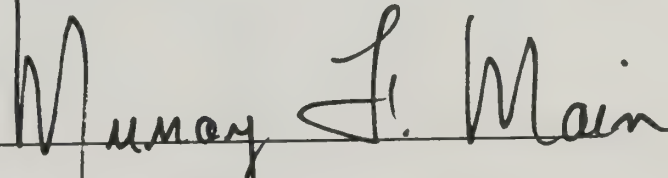
SUBJECT:

Canadian Corps of Commissionaires Annual Billing Rates for 1993 [TEC-225-92]

RECOMMENDATION:

That a purchase order be issued to Canadian Corps of Commissionaires (Hamilton), for parking enforcement services for 1993, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

<u>Position</u>	<u>Billing Rate</u>
Sergeant	\$11.70
Corporal	\$11.20
Commissionaire	\$10.77



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds will be provided in the 1993 Traffic Department operating budget estimates to cover the cost of acquiring these services.

BACKGROUND:

For many years the Canadian Corps of Commissionaires (Hamilton) has provided the City of Hamilton with additional parking by-law enforcement services, and the services provided have been very satisfactory.

The requested billing rates represent approximately a 3% increase over the 1992 rates.

MH/jd

cc: Mr. Tom Bradley, Manager of Purchasing

CITY OF HAMILTON
- RECOMMENDATION -

2(c)(i)

DATE: November 20, 1992

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Incorporating certain City lands into various streets by
By-Law.

RECOMMENDATION:

- a) That the following City lands be incorporated into the street as noted in Schedule "A":

Gondola Street	-Block "EX", Plan-M129 & Part 3, Plan 62R-12372
Duncairn Crescent	-Part 1, Plan 62R-12403 & Part 7, 62R-12372
Fieldway Drive	-Parts 2, 4, 6, 8, 10 & 12, Plan 62R-12340
Fieldway Drive	-Part 1, Plan 62R- (RBH-485)
Cartier Crescent	-Block 21, Plan 62M-694
Acadia Drive	-Parts 7 & 10, Plan 62R-11096
Market Street	-Part 1, Plan 62R-12288
Berkindale Drive	-Part 6, Plan 62R-11696
Sylvester Street	-Block "C", Plan M-206
Acadia Drive	-Parts 20 & 21, Plan 62R-10529

- b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd

cont'd

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', appended hereto.

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason For being Incorporated</u>	<u>File No.</u>
Gondola Street	All of Block "FX" Plan M-129 and Part of Lot 18, Concession 7 (former Township of Barton), designated as Part 3, Plan 62R-12372	N/A	To provide access and Hook-Up between Gondola Street on a soon to be registered plan of Subdivision to the east (commonly known as "Summerfield at the Orchards".)	S610-03 S610-01
Duncairn Crescent	Part of Block "EX", N/A Plan M-129 and part of Lot 18, Con.7 (former Township of Barton) designated as Part 7, Plan 62R-12372		To provide access and Hook-Up between Duncairn Crescent on Plan M-129 and Duncairn Crescent on a soon to be registered plan of Subdivision to the east (commonly known as "Summerfield at the Orchards")	S610-03 S610-01
Fieldway Drive	Parts of Lot 11, Concession 6 (former Township of Barton) designated as parts 2,4,6,8,10 & 12 Plan 62R-12340	N/A	To provide access from parts 1,3,5,7,9 & 11, Plan 62R-12340 to Fieldway Drive (as established by By-Law No.92-152).	S610-01

Cont'd...

Schedule "A"

cont'd...

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason For being Incorporated</u>	<u>File No.</u>
Fieldway Drive	Part of Lot 9, Concession 8 (former Township of Barton) designated as Part 1, Plan 62R-	N/A	To complete the Final Road Width of Acadia Drive in that area.	S610-03
Cartier Crescent	Block 21, Plan 62M-694	N/A	To provide access & Hook-Up between Cartier Crescent on Plans of Subdivision 62M-694 and 62M-705	S705-32
Acadia Drive	Part of Lots 6 & 7 Registered Plan No.909, designated as Parts 7 & 10, Plan 62R-11096 (respectively)	N/A	To provide access from parts 74-83 (Both Inclusive) Plan 62R-11922 to Acadia Drive (established by By-Law No.91-08-Reg'd as Instr.No.074591 (NEW)).	S610-03
Market Street	Part of Lot 1, Block 2, Reg'd Plan No.1435 designated as Part 1, Plan 62R-12288.	N/A	To include the Daylighting in the Street as presently occupied & used by the City.	S610-03

Cont'd...

Schedule "A"

cont'd...

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason For being Incorporated</u>	<u>File No.</u>
Berkindale Drive	Part of Lot 23, Concession 2 (former Township of Saltfleet) designated as Part 6, Plan 62R-11696.	N/A	To provide access & Hook-Up between Berkindale Drive (as est'd by By-Law 91-182) and Berkindale Drive as shown on a soon to Reg'd Plan of Sub- division (to be known as Queenston Heights Subdivision)	S717-08
Sylvester Street	All of Block "C", Plan M-206	N/A	To provide access & Hook-Up between Sylvester Street, Plan M-206 and Sylvester Street on a soon to be Reg'd Plan of Subdivision (To be known as "Queenston Heights Subdivision").	S717-08 S703-06
Acadia Drive	Parts of Lot 9, Concession 8 (former Township of Barton) designated as Parts 20 & 21, Plan 62R-10529	N/A	To provide access from Parts 13,14,15 & 16, Plan 62R-10529 to Acadia Drive as established by By-Law No.90-262-Reg'd as Instr. No. 063789.	S610-03 S610-01

EMG:hg
Encl.

cc: Mr. F. Angelici, Planning Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-
INTO GONDOLA STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as **Gondola Street** by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Gondola Street.

a) Part of Parcel Reserves - 1
Section M-129

All of Block "FX", Plan M-129 being part of the Parcel.

b) Part of Parcel 18-1
Section Bar.7

Part of Lot 18, Concession 7 in the former geographic Township of Barton designated as Part 3, Plan 62R-12372 being part of the Parcel.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-
INTO DUNCAIRN CRESCENT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as **Duncairn Crescent** by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of **Duncairn Crescent**.

a) Part of Parcel 18-1
Section Bar.7

Being part of Lot 18, Concession 7 in the former geographic Township of Barton designated as Part 7, Plan 62R-12372 being part of the Parcel and

b) Part of Parcel 1' Reserves - 1
Section M-129

Being part of Block "EX", Plan M-129 designated as Part 1, Plan 62R-12403 in the

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Being part of the Parcel.

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

**BY-LAW NO. 92-
INTO FIELDWAY DRIVE**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as **Fieldway Drive** by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of **Fieldway Drive**.

Parts of Lot 11, Concession 6 (former Township of Barton) designated as Parts 2, 4, 6, 8, 10 & 12 Plan 62R-12340.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-
INTO FIELDWAY DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as **Fieldway Drive** by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of **Fieldway Drive**.

Part of Lot 9, Concession 8 (former Township of Barton) designated as Part 1,
Plan 62R-

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-
INTO CARTIER CRESCENT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as **Cartier Crescent** by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of **Cartier Crescent**.

Parcel Reserves -1
Section 62M-694

Being all of Block 21, Plan 62M-694

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Being all of the Parcel.

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

**BY-LAW NO. 92-
INTO ACADIA DRIVE**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as **Acadia Drive** by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of **Acadia Drive**.

Part of Lots 6 & 7, Registered Plan No. 909 designated as Parts 7 and 10, Plan 62R11096 (respectively).

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-
INTO MARKET STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as **Market Street** by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of **Market Street**.

Part of Lot 1, Block 2, Registered Plan No.1435 designated as Part 1, Plan 62R-12288.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-
INTO BERKINDALE DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as **Berkindale Drive** by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of **Berkindale Drive**.

Part of Lot 23, Concession 2 (former Township of Saltfleet) designated as Part 6,
Plan 62R-11696

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

**BY-LAW NO. 92-
INTO SYLVESTER STREET**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as **Sylvester Street** by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of **Sylvester Street**.

Part of Parcel Reserves - 1
Section M-206

Being all of Block "C"; Plan M-206 in the

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Being part of the Parcel.

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-
INTO ACADIA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as **Acadia Drive** by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of **Acadia Drive**.

Parts of Lot 9, Concession 8 (former Township of Barton) designated as Parts 20 and 21, Plan 62R-10529.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk

Mayor

2(cxi)Ka

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 9
T103 52 (110) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Discharge of Encroachment Agreement
55 Queen Street North


RECEIVED

NOV 20 1992

CITY CLERKS

RECOMMENDATION:

- (a) That the Encroachment Agreement for 55 Queen Street North, registered as Instrument No. 333310C.D., be discharged;
- (b) That the Mayor and City Clerk be authorized and directed to execute the discharge documents for the Encroachment Agreement, registered as Instrument No. 333310C.D., and in a form satisfactory to the Law Department;



E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd...

-Page -2-
November 9, 1992

Discharge of Agreement
55 Queen Street North

cont'd...

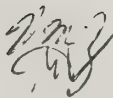
BACKGROUND:

F. Doracin agent, for Paletta International Corporation (21 Brockley Drive, Stoney Creek L8E 3G3) owner of 55 Queen Street North has requested that the Encroachment Agreement between the City of Hamilton and Greening Donald Inc., dated November 12, 1985 and Registered as Instrument Number 333310C.D. be discharged.

The owner has made application to the Land Division Committee to sever 55 Queen Street North. A condition of that application is that the owner discharge existing Encroachment Agreements with the City.

Since the building has been demolished and the encroachments have been removed this Department has no objection to this request.

JKC



cc: A. Ross, Treasury Department

26(Xii)Xb)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 20
T103-51 J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:
Encroachment Agreements

RECEIVED


NOV 20 1992

CITY CLERKS

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

- a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement the agreements.
- c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.



E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd

-Page 2-
1992 November 20

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

MJP:

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: December 8, 1992

<u>Location</u>	<u>Type of Encroachment</u>	<u>Solicitor/Agent</u>	<u>First Year/Annual</u>	<u>File Number</u>
32 John Street N.	Portion of Building encroaching onto King William Street	John Dimas 22 Haymarket Street Hamilton Ontario L8N 4C9	\$220.40/20.00	T103-50 (1023)
69 Hughson Street N.	Vinyl Awning	700 Richmond Street, Ste 312 London Ontario N6A 5C7	\$220.42/172.00	T103-50 (1024)
387 King William St.	Portion of Building, Chimney and Eaves encroaching onto assumed alley and Wood Steps encroaching on King William	Spears, Smith & Associates Att: J. Smith 44 Hughson Street South Hamilton, Ontario L8N 2A7	\$112.00/20.00	T103-50 (986)
374 East 43 Street	Concrete Curb encroaching onto East 43 Street	Joseph McLaren 1278 Barton Street East Hamilton, Ontario L8H 2W1	\$112.00/20.00	T103-50 (990)

CITY OF HAMILTON
- RECOMMENDATION -

26)(iii)

DATE: November 18, 1992
(File Nos. T119-1108 H, T119-1109 H, & T119-1112 H - C. Bei)

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

RECEIVED

NOV 20 1992

SUBJECT: CP Rail Overhead Bridges
on Pearl, Poulette and Ray Streets

CITY CLERKS

RECOMMENDATION:

That the Planning and Development Committee be requested to hold a neighbourhood public meeting to discuss and review the options regarding the future status of the Pearl, Poulette and Ray Street Bridges over CP Rail's track.

E. M. Gill

E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The three wooden overhead bridges on Pearl, Poulette and Ray Streets, owned by CP Rail, have been closed to vehicular traffic for many years. The last to be closed was the Ray Street bridge in 1988.

Over the years, these bridges have warranted repeated repairs due to the deterioration of the wooden decks and railings and have been a constant safety concern to the residents in the surrounding neighbourhood.

The Poulette Street bridge was demolished in late 1986 due to the failure of several wooden stringers supporting the deck. On October 7, 1991, the City of Hamilton submitted an application to the National Transportation Agency (N.T.A.) for the reconstruction of a pedestrian bridge to replace the Poulette Street Bridge.

As a result of ongoing problems with the proposed cost sharing, future maintenance costs and the need for a statement setting out the environmental impact on the proposal, the issue is still under review by the N.T.A. In recent months, vandalism has increased at these bridges.

We have also received several inquiries from the public concerning their future status. Therefore, it would be advisable to arrange for a neighbourhood public meeting to discuss and review options regarding these bridges. Once a public meeting has been held, we will prepare a further report to the Committee with staff recommendations for action.

22Cxiv

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 20
S723-60 (P. Strong)

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director

SUBJECT: 1992 Servicing Expenditures Related to Subdivisions

RECEIVED

NOV 23 1992

CITY CLERKS

RECOMMENDATION:

- a) i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated cost of services in;

"WISEMOUNT ESTATES - PHASE 1", Hamilton

City's Share \$ -NIL-

Subdivider's Share \$ 90,505.66

- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "Wisemount Estates - Phase 1, Hamilton.
- iii) That approval of the above noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.
- iv) That in the event that the Owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement they should be allowed to do so at their own risk provided they enter into standard agreement with the City of Hamilton for pre-servicing.



E.M. Gill, P.Eng.

Cont'd...

November 19, 1992

1992 Servicing Expenditure Related to Subdivisions

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial costs to the City associated with the recommendations for this development.

BACKGROUND:

At its meeting of September 27, 1983, City Council approved Item 4(b) of the Planning and Development Report, 19-83, recommending approval of their draft plan of S. Wise Construction known as Wisemount Forest Survey subject to certain conditions. Several areas of the original draft plan have been developed since 1983, as various Phases of Wisemount Forest Subdivisions, however the owner S. Wise Construction has sold the remaining lands of Wisemount Forest Survey. The new owner, Adisco Limited (In Trust), now wish to proceed with the development of "Wisemount Estates-Phase 1".

Phase 1 of this development will result in the creation of seventeen (17) single family lots (see Schedule "A" attached). This development is located in the Lisgar Neighbourhood south of Landron Avenue, on the west side of Upper Kenilworth Avenue. There is no City's share for services being installed under this Subdivision.

PS

cc: A. C. Ross, City Treasury Department

cc: M. Watson, Real Estate Division, City Property Department

1992 SUBDIVISION EXPENDITURE SUMMARY

Page 1 of 1

CITY'S SHARE OF EXPENDITURES

Name Of: SUBDIVISION DEVELOPER CONSULTANT SURVEYOR	# OF LOTS AND LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
WISEMOUNT ESTATES PHASE 1 Adisco Limited (In Trust) Urbex Engineering Ltd. S. D. McLaren O.L.S., (Dept. File No. S723-60)	17 LOTS Hamilton	Item 4(b) P & D 19-83	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricade Street Lighting	\$ 0.00 \$ 0.00 \$ 0.00 \$ 0.00 \$ 0.00 \$ 0.00	\$ 0.00 \$ 0.00 \$ 0.00 \$ 0.00 \$ 0.00 \$ 0.00	\$ 0.00 \$ 0.00 \$ 0.00 \$ 0.00 \$ 0.00 \$ 0.00	\$ 90,505.66 \$ 90,505.66	\$ 90,505.66

Schedule "A"

TOTALS:

\$ 0.00 \$ 0.00 \$ 0.00 \$ 90,505.66 \$ 90,505.66

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.30 METRE RESERVE EXPENDITURES are Fully Recoverable

2(c)(v)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 18
T103-14 L. Ryan

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: 1993 Annual Overload Permit
Fee Revisions.

RECEIVED

NOV 20 1992

CITY CLERKS

RECOMMENDATION:

- a) That the existing 1992 charges per metric tonne of overload be amended for 1993 as follows:

<u>Type of Vehicle</u>	<u>1992 Charge</u>	<u>% Increase</u>	<u>1993 Charge</u>
Tractor Trailer	\$131.00	3.0%	\$135.00
Single Unit Truck	\$218.00	3.0%	\$225.00

- b) That an administrative fee of \$47.00 be charged for processing of the permit and the proceeds be credited to the Region of Hamilton-Wentworth and the City of Hamilton pro-rated on the basis of the jurisdiction and length of route.
- c) That the annual fee and the administrative fee be automatically increased yearly on the basis of the current year's Southam Construction Index.
- d) That the City of Hamilton Traffic By-Law 89-72 be amended accordingly and forwarded to the Region for approval.



E. M. Gill, P. Eng.

Cont'd

-Page 2-
November 18, 1992

1993 Annual Overload Permit
Fee Revisions

Cont'd

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

An Administrative Fee is not charged for routes involving only City of Hamilton roadways. If the proposed overload route involves a Regional Road, a \$47.00 administrative fee is charged in addition to the rate per metric tonne of overload noted above. Where both City and Regional roads are involved the total fee (including the \$47.00) will be pro-rated to correspond to the total kilometres travelled on each Municipalities' roads.

BACKGROUND:

Traffic By-Law No. 89-72 provides for the issuance of annual permits for any overweight vehicles travelling on City Streets, provided a fee has been forwarded to the City Treasurer for the weight in excess of that permitted by the Highway Traffic Act.

Currently the fee for each tonne is \$131.00 for tractor trailer combinations and \$218.00 for single unit trucks.

As recommended by your Committee and approved by City Council on January 14, 1992, the above-noted rates require revisions to reflect the variation in construction of a standard 8.5m wide roadway. Staff is recommending that the User Fees from 1994 onward be based on the Southam Construction Index, a monthly construction costing manual which incorporates the variations in construction costs Province wide.

to [signature] :lr
cc: R. Pietroniro, Regional Finance
A. Ross, City Treasurer
M. Main, Traffic Department
P. Noe Johnson, City Solicitor

2(D)(i)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 16

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Amendment to By-law 84 - 35

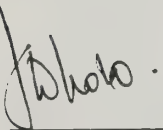
RECEIVED

NOV 18 1992

CITY CLERKS

RECOMMENDATION:

That Section 10 of By-law number 84 - 35 which provides for Maintaining Land in a Clean and Clear Condition be amended to read "Every owner, lessee, or occupant or other person who contravenes any provision of this by-law, is guilty of an offence and upon conviction is liable to a fine as specified in section 61 of the Provincial Offences Act, R.S.O. 1990, Ch.P.33, as amended."



D. Lobo
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

None

BACKGROUND:

This initiative to amend the by-law has resulted from meetings with CP Rail relative to the clean up of their properties within Hamilton City limits. CP Rail, like the City, faces a constant problem of people dumping waste materials, furniture items and other such garbage on their lands. Currently, section 10 of the By-law prohibits the "owner, lessee or occupant" from contravening the By-law. It does not prohibit someone other than the owner, lessee or occupant from dumping garbage on private property.

BACKGROUND: (CONT'D...)

With this amendment, any authorized Provincial Offences Officer is able to charge any person caught dumping garbage on private property including railway lands. Pursuant to subsection 3 of section 1 of the Provincial Offences Act, R.S.O. 1990, Chapter P.33, all persons appointed and designated by CP Rail are authorized Provincial Offences Officers. Therefore, if the people designated by CP Rail witness anyone dumping garbage on their property, they can legally charge them.

Potentially, the same benefit is available to the City.

Presently, the maximum fine applicable, specified in Section 61 of the Provincial Offences Act, is \$5,000 per conviction.

DF/jh

c.c. L. King, Building Commissioner

c.c. P. Noe-Johnson, City Solicitor

20X(ii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 24

REPORT TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: 1988 to 1991 Roadway Reconstruction Programs (PW800-0621A)
- Closing of Accounts

RECOMMENDATION:

- a) That the accounts for the 1988 to 1991 Roadway Reconstruction Programs which project in excess of \$1,000,000 in unallocated Ministry of Transportation of Ontario (MTO) subsidies, be closed based on the estimated final costs.
- b) That the estimated City's share of these Programs be financed from the Excess Unallocated MTO Subsidies.



D. LOBO
DIRECTOR OF PUBLIC WORKS

FINANCIAL IMPLICATIONS:

The financing of the estimated net City's share of the 1988 to 1991 Roadway Reconstruction Programs will be completed through the distribution of the Unallocated Excess MTO Subsidies.

BACKGROUND:

The City's share of the 1988 to 1991 Roadway Reconstruction Programs require an estimated additional financing of \$3,201,120.93 to complete these projects.

The physical construction of some of the individual projects has not been completed. Work yet to be finished includes such items as the top course of asphalt to be laid. In other instances, delays have occurred due to the land acquisition problems for Regional works associated with the roadwork, deficiencies in construction are yet to be rectified and/or the contractor has not submitted completion certificates to the Region for payment or the Region have not finalized the invoices to the City.

Staff from the Region's Roads Department and the City Treasury Department have agreed upon estimated final costs for the incomplete projects and the estimated total cost of these Reconstruction Programs and City's share in order to complete the financing of these Programs. The City Treasurer is submitting a report to the Finance and Administration Committee recommending the transfers to finance the estimated City's share from the Excess Unallocated MTO Subsidies for all of the Programs. When this financing is complete, an amount of \$1,531,559.07 will remain in the Excess Unallocated MTO Subsidies to finance 1992 and subsequent years' projects.

In addition, the Treasurer's report is recommending that \$1,000,000.00 of the Excess Unallocated MTO Subsidies be used to finance the City's share of the 1992 Roadway Reconstruction Program, thereby reducing the required City funding by an equal amount which can then be utilized to finance the 1993 Roadway Reconstruction Program.

After the above financing is complete, a balance of \$531,559.07 will remain in the Excess Unallocated MTO subsidies. This amount will be retained for a period of time to allow for any adjustment in earned subsidies due to MTO audits or for any discrepancies in the estimates of expenditures or subsidies on the past Programs.

RPM/jdh

RPM

c.c. E. M. Gill, Senior Director
Roads Department
Attention: T. Engelbrecht

c.c. A. Ross
City Treasurer
Attention: R. Underhill

2 (D) (iii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 25

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

RECEIVED

NOV 25 1992

SUBJECT: Closure of Public Works Department Capital Projects

CITY CLERKS

RECOMMENDATION:

That the City Treasurer be directed to close the following Capital Project accounts with any excess funding to be transferred to its original source of financing:

Capital Centre Number	Project Description	Authorized Gross Cost	Expended/ Committed To Date	Balance Available	Source Of Financing
a) 608741002	Construct Works Yard @ Turner Farm	2,750,000.00	2,740,632.35	9,367.65	Reserve Prop. Pur. And Debenture
b) 608943004	Clean Up - Strawberry Drive	6,300.00	0.00	6,300.00	Reserve Capital Unclass.
c) 609041009	Upper Ottawa Street Depot	359,000.00	362,481.28	(3,481.28)	Reserve Capital Unclass.
d) 609051014	Vacalls, Steam Jenny, Elephant Vacs	222,000.00	216,996.97	5003.03	Reserve Capital Unclass.

e) 609151007	Self Mounted Power Road Direction	50,000.00	35,853.07	14,146.93	Reserve Capital Unclass.
f) 609151006	New Equip. - Street Sweepers	130,000.00	117,385.65	12,614.35	Reserve Capital Unclass.
g) 609151009	B. A. Court Yard - Resource Recovery Pit	281,500.00	242,697.36	38,802.64	Reserve Capital Unclass.
h) 609143011	Major Maintenance - Grounds	50,000.00	39,712.87	10,287.13	Reserve Capital Unclass.
i) 609145012	Parking Lots - Construct Repair (1991)	114,000.00	115,548.15	(1,548.15)	Reserve Capital Unclass.
j) 609151005	New Equip. - Sander Wing Plow Unit	108,500.00	106,155.63	2,344.37	Reserve Capital Unclass.
k) 609151008	Equip. Concrete Grinder	35,000.00	12,830.27	22,169.73	Reserve Capital Unclass.
l) 609241001	Repair Quansit Structure - Upper Ottawa	50,000.00	32,585.74	17,414.26	Reserve Capital Unclass.
TOTAL		4,156,300.00	4,022,879.34	133,420.66	

J. D. Lobo

D. LOBO, DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

The work related to all of the above-noted projects has been completed and, therefore, the affected accounts can be closed.

DL/dh

c.c. Mr. A. C. Ross, City Treasurer
Treasury Department
Attention: Mr. N. R. Adhya

2 (E)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 23


REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: Sale of One Foot Reserve - Acadia Drive
to 603976 Ontario Limited
Edan Heights - Phase 3

RECOMMENDATION:

That an Offer to Purchase, executed by 603976 Ontario Limited (Daniel Valentini, President) on November 10, 1992, with closing to be "conditional upon the Purchaser having entered into a Subdivision Agreement for the proposed Edan Heights - Phase 3 Subdivision with the City of Hamilton and having made all cash payments and security deposits to the City required under the City of Hamilton Subdivision Agreement" and not before January 14, 1993, for the purchase of a One Foot Reserve, be approved and completed, and the funds derived from this sale of \$2.00 be credited to Account Number CH-4X501-00107 (Services through Unsubdivided Land). The subject property is a 1 foot strip of land along the easterly limit of Acadia Drive, shown as the remainder of Part 14, Plan 62R-11920, being also the southerly 160 metres (525 feet) more or less, of Part 14, Plan 62R-11920, containing an area of 48.77 square metres (525 square feet) more or less.



D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

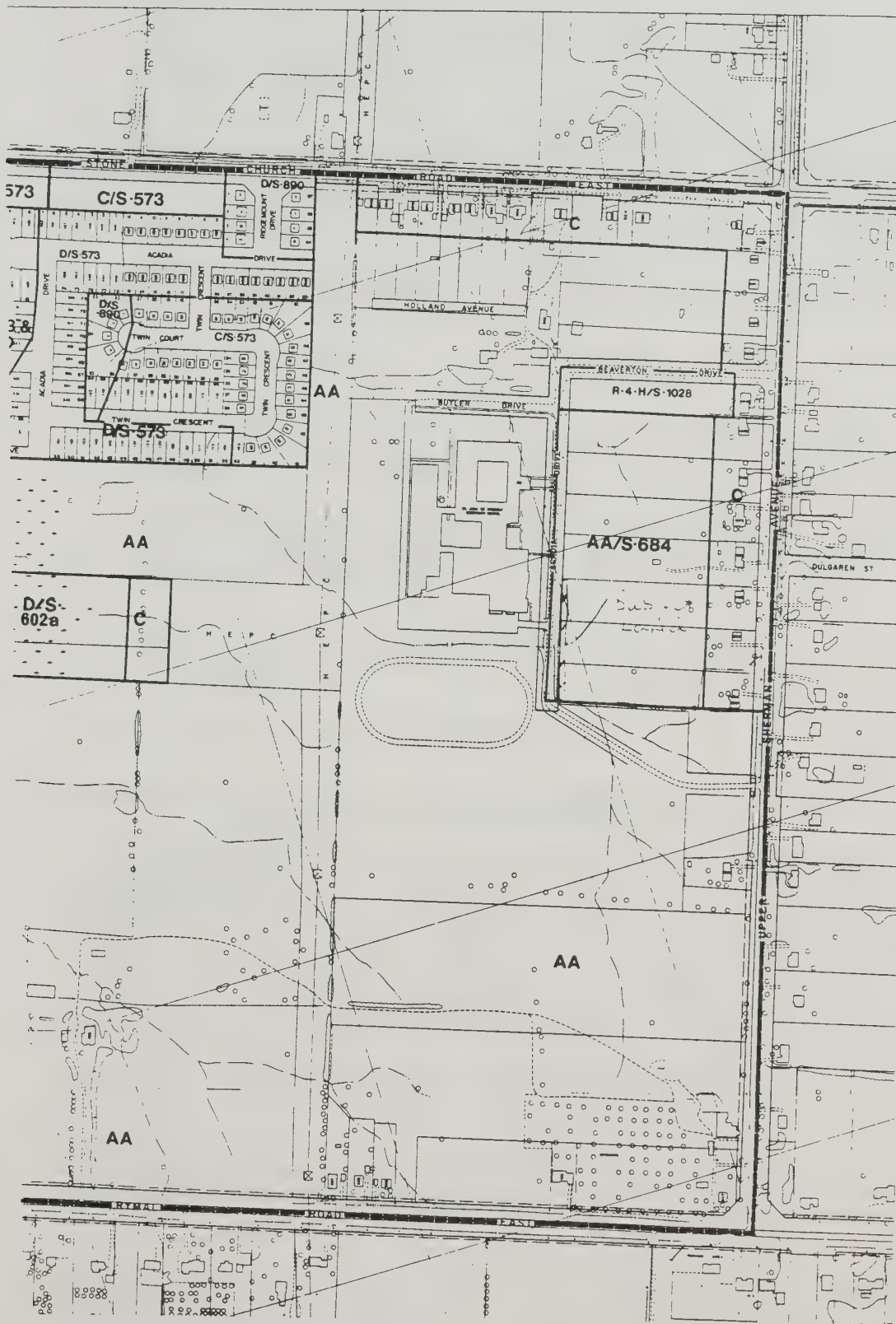
The City established a One Foot Reserve along the easterly limit of Acadia Drive, shown as part of Part 14 on Plan 62R-11920 in order to recover costs for municipal services at the time the abutting lands are to be developed. The developer as a condition of this sale will enter into a Subdivision Agreement with the City for the proposed Edan Heights - Phase 3, which must be completed prior to closing. As part of the Subdivision Agreement, the developer will make all cash payments and security deposits to the City required under the agreement in which the City will be compensated for all costs associated with the 1 foot reserve.

KN/nw

c.c. P. Noé Johnson, City Solicitor, Law Department

Allan C. Ross, Treasurer, Treasury Department

R. Douglas, Manager of Field Surveys, Roads Department



Butler
Neighborhood

OFFER TO PURCHASE

I/We 603976 ONTARIO LIMITED

of the City of Hamilton,

in the Regional Municipality of Hamilton-Wentworth,

hereinafter called the Purchaser,

hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor.

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of part of Lot 9, Concession 8, formerly in the Township of Barton, now in the City of Hamilton, having a frontage along the easterly limit of Acadia Drive of 160 metres (525 feet) more or less, containing an area of 48.77 square metres (525 square feet) more or less, designated as the remainder of Part 14, Plan 62R-11920, being also the southerly 160 metres (525 feet) more or less, of Part 14, Plan 62R-11920 attached hereto.

at the price of TWO----- DOLLARS (\$2.00)
of lawful money of Canada, payable as follows:-

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the 15th day of December 1992, by a letter mailed or delivered to the Purchaser at c/o Scoccia & Castura, Barristers & Solicitors, 263 John Street South, Hamilton, Ontario, L8N 2C9.
2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.
3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.
4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.
5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.
6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.
7. This transaction shall be closed thirty (30) days after the removal of the conditions in Schedule "A" and not before January 14, 1993.
8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.
9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.
10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.

11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.
12. This agreement and its acceptance is to be read with all changes of gender or number required by the context.
13. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.
14. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.
15. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at Hamilton this 10 day of NOVEMBER 1992.

603976 ONTARIO LIMITED

SIGNED, SEALED AND DELIVERED)
)
 in the presence of) DANIEL VALENTINI, PRES. (Seal)
)
 [Signature]) (Seal)
)
) (Seal)

Name of Purchaser's Solicitor Mr. L. Castura


Address of Purchaser's Solicitor 263 John Street South, Hamilton, Ontario, L8N 2C9

SCHEDULE "A"


The closing of the sale of land in this Offer is conditional upon the Purchaser having entered into a Subdivision Agreement for the proposed Edan Heights - Phase 3 Subdivision with the City of Hamilton and having made all cash payments and security deposits to the City required under the City of Hamilton Subdivision Agreement.

Dated at HAMILTON this 10 day of NOVEMBER 1992

WITNESS:



603976 ONTARIO LIMITED


DANIEL VALENTINI, Pres.

PLAN 62R-11920

RECEIVED AND DEPOSITED

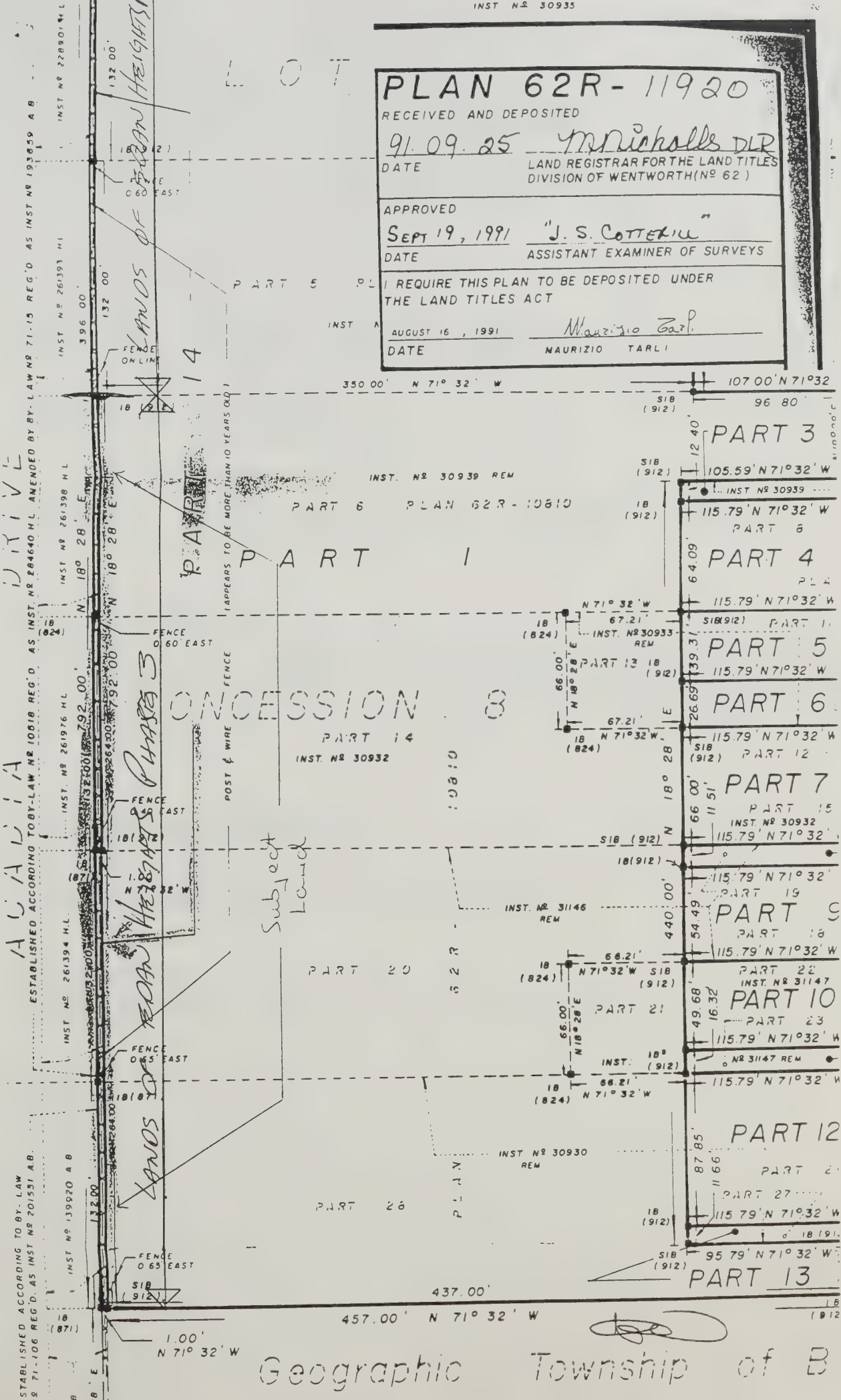
91.09.25 *M. Nicholls* DIR
DATE LAND REGISTRAR FOR THE LAND TITLES
DIVISION OF WENTWORTH (N° 62)

APPROVED

SEPT 19, 1991 *"J. S. Cotterill"*
DATE ASSISTANT EXAMINER OF SURVEYS

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER
THE LAND TITLES ACT

AUGUST 16, 1991 *Maurizio Tarli*
DATE MAURIZIO TARLI



Geographic Township of B

2 (F)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 November 19

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: SUPPLY AND DELIVERY OF SIGN BLANKS
DURING 1993, TRAFFIC DEPARTMENT

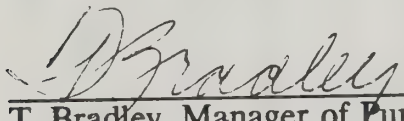
RECEIVED

NOV 20 1992

CITY CLERKS

RECOMMENDATION:

That a purchase order be issued to Owl-Lite Rentals & Sales, Etobicoke, for the supply and delivery of Sign Blanks as and when required during 1993 by the Traffic Department, being the lowest of three tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and be funded through Traffic Signs Materials Account No. 56154 75999.



T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:

Estimated expenditure during 1993 is \$75,000. Tender analysis attached.

Ref: C17-10-92
Closes: Nov.10/92

THE CORPORATION OF THE CITY OF HAMILTON

FORM OF TENDER

SUPPLY AND DELIVERY OF SIGN BLANKS - TRAFFIC DEPARTMENT

PART A PRICE EXCLUSIVE OF GST AND PST

		<u>OWL LITE</u>		<u>PROVINCIAL TRAFFIC SIGNS</u>		<u>ACME SIGNS</u>	
		<u>UNIT - TOTAL</u>		<u>UNIT - TOTAL</u>		<u>UNIT - TOTAL</u>	
<u>QTY</u>	<u>SIZE</u>						
400	600 x 600 x .081	\$10.55	\$4220.00	\$10.81	\$4324.00	\$20.69	\$8276.00
250	750 x 750 x .081	\$16.39	\$4097.50	\$16.41	\$4102.50	\$32.28	\$8070.00
25	900 x 900 x .081	\$23.89	\$597.25	\$24.06	\$601.50	\$46.24	\$1156.00
250	300 x 900 x .081	\$7.97	\$1992.50	\$8.01	\$2002.50	\$15.77	\$3942.50
100	450 x 300 x .081	\$4.03	\$403.00	\$4.01	\$401.00	\$8.17	\$817.00
100	150 x 300 x .102	\$2.55	\$255.00	\$2.99	\$299.00	\$4.38	\$438.00
250	600 x 750 x .081	\$13.35	\$3337.50	\$13.31	\$3327.50	\$25.62	\$6405.00
100	450 x 450 x .081	\$6.03	\$603.00	\$6.15	\$615.00	\$11.87	\$1187.00
100	450 x 600 x .081	\$7.98	\$798.00	\$8.37	\$837.00	\$15.77	\$1577.00

PAGE 2
PART A (CONTD)

QTY	SIZE	OWL LITE		PROVINCIAL TRAFFIC SIGNS		ACME SIGNS	
		UNIT	TOTAL	UNIT	TOTAL	UNIT	TOTAL
100	200 x 600 x .081	\$ 3.90	\$ 390.00	\$ 3.96	\$ 396.00	\$ 7.36	\$ 736.00
250	600 x 600 x .081	\$10.55	\$2637.50	\$10.81	\$2702.50	\$20.69	\$5172.50
25	75cm x 75cm x 75 x .081	\$10.55	\$ 263.75	\$10.99	\$ 274.75	\$17.61	\$ 440.25
25	75cm x 75cm x .081	\$16.83	\$ 420.75	\$16.91	\$ 422.75	\$32.28	\$ 807.00
100	60cm x 90cm x .081	\$16.05	\$1605.00	\$16.62	\$1662.00	\$31.90	\$3190.00
10	900mm x 424mm x .125	\$34.49	\$ 344.90	\$23.89	\$ 238.90	\$48.11	\$ 481.10
10	939mm x 374mm x .125	\$30.35	\$ 303.50	\$23.69	\$ 236.90	\$51.42	\$ 514.20
100	90cm x 150cm x .125	\$59.70	\$5970.00	\$59.01	\$5901.00	\$116.36	\$11,636.00
10	750mm x .081	\$26.87	\$ 268.70	\$21.21	\$ 212.10	\$39.43	\$ 394.30
10	900mm x .081	\$34.30	\$ 343.00	\$25.54	\$ 255.40	\$52.97	\$ 529.70
250	600 x 600 x .081	\$10.45	\$2612.50	\$10.81	\$2702.50	\$20.69	\$5172.50
250	750 x 750 x .081	\$16.05	\$4012.50	\$16.39	\$4097.50	\$32.28	\$8070.00
100	900 x 900 x .081	\$23.65	\$2365.00	\$23.52	\$2352.00	\$46.15	\$4615.00
20	750 x 750 x .081	\$16.05	\$ 321.00	\$16.39	\$ 327.80	\$32.28	\$ 645.60

Page 3
PART A (CONTD)

QTY	SIZE	OWL LITE		PROVINCIAL TRAFFIC SIGNS		ACME SIGNS	
		UNIT	TOTAL	UNIT	TOTAL	UNIT	TOTAL
20	900 x 1200 x .081	\$29.40	\$ 588.00	\$29.01	\$ 580.20	\$60.99	\$1219.80
100	500 x 950 x .125	\$14.25	\$1425.00	\$17.63	\$1763.00	\$47.93	\$4793.00
100	450 x 900 x .064	\$ 9.95	\$ 995.00	\$ 9.05	\$ 905.00	\$18.50	\$1850.00
50	1200 x 1200 x .102	\$61.59	\$3079.50	\$51.69	\$2584.50	\$123.87	\$6193.50
200	30 x 900 x .064	\$ 5.85	\$1170.00	\$6.21	\$1242.00	\$ 2.66	\$ 532.00
100	300 x 900 x .064	\$ 5.85	\$ 585.00	\$6.21	\$ 621.00	\$12.68	\$1268.00
100	600 x 1050 x .081	\$17.15	\$1715.00	\$17.65	\$1765.00	\$36.31	\$3631.00
100	600 x 1290 x .081	\$22.05	\$2205.00	\$20.61	\$2061.00	\$44.59	\$4459.00
100	600 x 1500 x .081	\$24.46	\$2446.00	\$24.01	\$2401.00	\$51.07	\$5107.00
75	750 x 900 x .081	\$18.35	\$1376.25	\$18.69	\$1401.75	\$38.34	\$2875.50
50	750 x 450 x .081	\$ 9.19	\$ 459.50	\$ 9.21	\$ 460.50	\$19.57	\$ 973.50
50	450 x 200 x .081	\$ 3.49	\$ 174.50	\$ 4.97	\$ 248.50	\$ 5.72	\$ 286.00

PART B

<u>QTY</u>	<u>SIZE</u>	<u>OWL LITE</u>		<u>PROVINCIAL TRAFFIC SIGNS</u>		<u>ACME SIGNS</u>	
		<u>UNIT</u>	<u>TOTAL</u>	<u>UNIT</u>	<u>TOTAL</u>	<u>UNIT</u>	<u>TOTAL</u>
1000	300 x 300 x .064	\$3.15	\$3150.00	\$3.20	\$3200.00	\$4.64	\$4640.00
500	300 x 450 x .064	\$4.08	\$2040.00	\$4.51	\$2255.00	\$6.25	\$3125.00
100	300 x 450 x .081	\$4.99	\$ 499.00	no bid	no bid	\$7.21	\$ 721.00
100	600 x 600 x .081	\$11.03	\$1103.00	no bid	no bid	\$17.03	\$1703.00
100	450 x 600 x .081	\$ 8.45	\$ 845.00	no bid	no bid	\$12.97	\$1297.00
100	600 x 900 x .081	\$16.59	\$1659.00	no bid	no bid	\$25.59	\$2559.00
100	450 x 600 x .081	\$ 8.40	\$ 840.00	no bid	no bid	\$12.97	\$1297.00
50	750 x 450 x .081	\$10.19	\$ 509.50	no bid	no bid	\$15.86	\$ 793.00
50	800 x 800 x .081	\$22.43	\$1121.50	no bid	no bid	\$30.05	\$1502.50
100	300 x 600 x .081	\$ 5.85	\$ 585.00	no bid	no bid	\$ 8.93	\$ 893.00
100	300 x 550 x .081	\$ 5.83	\$ 583.00	no bid	no bid	\$ 8.79	\$ 879.00
100	450 x 450 x .081	\$ 6.64	\$ 664.00	no bid	no bid	\$10.09	\$1009.00
100	300 x 750 x .081	\$ 7.28	\$ 728.00	no bid	no bid	\$11.06	\$1106.00

PROVINCIAL

QTY	SIZE	OWL LITE		TRAFFIC SIGNS		ACME SIGNS	
		UNIT	TOTAL	UNIT	TOTAL	UNIT	TOTAL
300	150mm x 600mm	\$ 4.85	\$1455.00	\$ 4.99	\$1497.00	\$ 6.63	\$1989.00
300	150mm x 750mm	\$ 5.65	\$1695.00	\$ 5.60	\$1680.00	\$ 7.93	\$2379.00
100	150mm x 450mm	\$ 4.08	\$ 408.00	\$ 4.23	\$ 423.00	\$ 5.44	\$ 544.00
100	150mm x 900mm	\$ 6.79	\$ 679.00	\$ 6.91	\$ 691.00	\$ 9.24	\$ 924.00
25	150mm x 3650mm	\$31.95	\$ 798.75	\$34.11	\$ 852.75	\$39.67	\$ 991.75
100	200mm x 900mm	\$10.30	\$1030.00	\$10.32	\$1032.00	\$14.56	\$1456.00
100	200mm x 1050mm	\$11.65	\$1165.00	\$11.80	\$1180.00	\$17.38	\$1738.00
100	200mm x 1200mm	\$12.73	\$1273.00	\$13.51	\$1351.00	\$19.39	\$1939.00
25	200mm x 3650mm	\$43.50	\$1087.50	\$44.69	\$1117.25	\$55.79	\$1394.75

3(a)

CITY OF HAMILTON
-RECOMMENDATION-

DATE: 1992 November 20
E308-01 C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT: Philip Environmental Inc. - 52 Imperial Street
Amendment to Certificate of Approval

RECOMMENDATION:

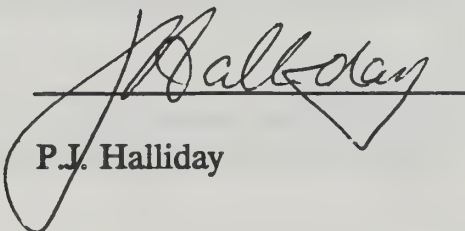
- a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to Philip Environmental Services Corp. receiving an amendment to their existing Certificate of Approval Number A100140 for a Waste Disposal Site (Processing) located at 52 Imperial Street, Hamilton provided;
 - i) That Philip Environmental Services Corp. prepares and submits a contingency plan to the MOE and the City of Hamilton that adequately addresses the issue of noise complaints which may arise from neighbours due to 24 hour operations;
 - ii) That all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully;
- b) That a copy of this report and the corresponding City Council resolution be submitted to the West Central Branch of the MOE for their consideration in the preparation of the Certificate of Approval which would apply to the development and operation of the facility proposed by the proponent;

Cont'd...

**Philip Environmental Inc. - 52 Imperial Street
Amendment to Certificate of Approval**

RECOMMENDATION:(Cont'd)

- c) That the MOE be requested to forward a copy of the final Certificate of Approval to the City of Hamilton upon its completion.



P.J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the Ministry of the Environment has received a request from Philip Enterprises Inc. to amend their existing Provisional Certificate of Approval A100140 for a waste Disposal Site (Processing) located at 52 Imperial Street, Hamilton.

In keeping with the established policy, Ministry officials have requested the City of Hamilton to comment on the viability of the proposed facility from a municipal jurisdictional perspective. In order to satisfy the City's and the Region's regulatory mandate, as well as the Ministry's request for comments, staff from various City and Regional departments were requested to review the background documentation provided by Philip Environmental Services Corp., and to prepare a report on any comments or concerns they might have on the proposed facility.

The application requests an amendment to increase the waste classes that can be received at the site and continued approval to operate on 24 hour per day, 7 days per week basis. This amendment is not a request for increased storage capacity. Some material movement will take place from its current location at 52 Imperial Street to their Parkdale operations.

Philip's is requesting continued approval to operate their facilities 24 hours per day, 7 days a week. This provision being requested in order to accommodate client hours of operation, household hazardous waste programs, and 24 hour emergency response. These hours of operation allow for secure stopovers for shipments of waste on route to other destinations.

Cont'd...

**Philip Environmental Inc. - 52 Imperial Street
Amendment to Certificate of Approval**

BACKGROUND:(Cont'd)

Philip's currently operates a 24 Hour Emergency Response service to cleanup spill sites. Spill cleanup often takes place outside the hours in which a certified disposal site may be open for operation. Spill trucks will be stored inside on a concrete pad surrounded by a concrete berm. This building contains no floor drains and will prevent further spills due to vandalism or other unforeseen circumstances.

The MOE may currently issue Directors Instructions to secure spilled material in any secure area until the waste material may be delivered to a certified waste disposal site. A secure area may constitute storing the material on the spill site or any fenced area such as a public works yard. Stopover provisions at the Philip site are currently not permitted under their current C of A.

Philip's currently receives waste 24 hours per day, 7 days per week on a temporary amendment to their existing C of A. The amendment was issued by the MOE in August 1992 for a temporary period of six months, to allow the Director to fully evaluate the amendment to the receiving hours at this site, specifically the noise impact of additional truck traffic. Previous this amendment, wastes could be received 24 hours per day, Monday through Saturday. Ministry staff have indicated that there have been no complaints from neighbours, of any nature, since the time that the temporary amendment was issued.

The inclusion of additional waste classes is necessary to accommodate industry response to the recycling of an expanding range of byproducts. The inclusion of additional waste classes would permit Philip's to handle all MOE waste classes with the exception of PCB's wastes, oily wastes and pathological wastes. Waste classifications are established by the MOE. A copy of the most current waste class list is appended to this report as Appendix A

Current operations at 52 Imperial St. are permitted for the transfer, processing, recycling, and temporary storage of the following classes of waste:

- a) Non-hazardous solid industrial waste (including asbestos)
- b) Liquid industrial and/or hazardous waste class 122,132,143,144,146, and 150
- c) Waste class 251,252,253, and 254
- d) Solid hazardous waste class 145
- e) Solid hazardous waste class 262
- f) Solid hazardous waste class 221 and 222, generated from spill cleanup
- g) Waste class 270 limited to carnauba wax
- h) Waste class 267 limited to stearic acid
- i) Waste class 265 limited to food grade glue
- j) Food processing waste and/or animal waste, grease and water and mineral oils

Cont'd...

ORGANIC WASTES (Cont'd)

Resins and Residues

EXAMPLES

231	Latices wastes	Waste latex, paint, varnish, and resins
232	Polymers wastes	Polymers, plastic, rubber, and other waste materials
233	Other polymer wastes	Off-specification polymers, discarded materials from production

Halogenated Organic Wastes

241	Halogenated solvents and residues	Spent halogenated solvents and residues such as perchloroethylene, trichloroethylene, and carbon tetrachloride (dry cleaning solvents); halogenated still bottoms; residues and catalysts from halogenated hydrocarbon manufacturing or recycling processes
242	Halogenated pesticides and herbicides	2,4-D, 2,4,5-T wastes, chlordane, mirex, silver, pesticide solutions and residues
243	Polychlorinated biphenyls (PCB)	Asbestos liquids such as Avcoar, Pydraul, Pyranol, Therminols, Inersen, and other PCB contaminated materials

Oil Wastes

251	Waste oils/sludges (petroleum based)	Oil/water separator sludge; dissolved air flotation sludge; heavy oil tank drainage; slop oil and emulsions
252	Waste crankcase oils and lubricants	Collected service station waste oils; industrial lubricants; bulk waste oils
253	Emulsified oils	Soluble oils; waste cutting oils; machine oils
254	Oil/water/waste oil from waste transfer/processing sites	Waste oil and oil/water loaded to classes 251, 252 and 253 that have been bulked/blended/processed at a waste transfer/processing site

Miscellaneous Organic Wastes and Mixed Wastes

261	Pharmaceuticals	Pharmaceutical and veterinary pharmaceutical wastes other than biologicals and vaccines; solid residues and liquids from veterinary arsenical compounds
262	Detergents and soaps	Laundry wastes
263	Miscellaneous waste organic chemicals	Waste organic chemicals including laboratory surplus or off-specification chemicals that are not otherwise specified in this table
264	Photoprocessing wastes	Photochemical solutions, washes and sludges
265	Graphic arts wastes	Adhesives; glues; miscellaneous washes; etch solutions
266	Phenolic waste streams	Cresylic acid; caustic phenolates; phenolic oils; cresols
267	Organic acids	Carboxylic or fatty acids; formic, acetic, propionic acid wastes; sulphamic and other organic acids that may be amenable to incineration
268	Amines	Waste ethylenediamines; urea; triamine; Florzoon waste; Monost waste
269	Organic phosphorus pesticides and herbicides	Organic phosphorus chemical wastes; herbicide wastes from MSMA and cacodylic acid
270	Other specified organic wastes and solids	Waste from the production of organic acids; waste from the production of organic acids; waste from the production of organic acids; waste from the production of organic acids

Processed Organic Wastes

From Transfer Stations

281	Non-halogenated hydrocarbons	Waste of non-halogenated hydrocarbons and other hydrocarbons prepared at transfer/processing sites
282	Non-halogenated pesticides	Waste of non-halogenated pesticides and other pesticides prepared at transfer/processing sites
283	Other organic wastes	Waste of other organic wastes prepared at transfer/processing sites
284	Other organic wastes	Waste of other organic wastes prepared at transfer/processing sites
285	Other organic wastes	Waste of other organic wastes prepared at transfer/processing sites
286	Other organic wastes	Waste of other organic wastes prepared at transfer/processing sites
287	Other organic wastes	Waste of other organic wastes prepared at transfer/processing sites
288	Other organic wastes	Waste of other organic wastes prepared at transfer/processing sites
289	Other organic wastes	Waste of other organic wastes prepared at transfer/processing sites
290	Other organic wastes	Waste of other organic wastes prepared at transfer/processing sites

OTHER WASTES

291	Other organic wastes	Waste of other organic wastes prepared at transfer/processing sites
292	Other organic wastes	Waste of other organic wastes prepared at transfer/processing sites
293	Other organic wastes	Waste of other organic wastes prepared at transfer/processing sites
294	Other organic wastes	Waste of other organic wastes prepared at transfer/processing sites
295	Other organic wastes	Waste of other organic wastes prepared at transfer/processing sites
296	Other organic wastes	Waste of other organic wastes prepared at transfer/processing sites
297	Other organic wastes	Waste of other organic wastes prepared at transfer/processing sites
298	Other organic wastes	Waste of other organic wastes prepared at transfer/processing sites
299	Other organic wastes	Waste of other organic wastes prepared at transfer/processing sites
300	Other organic wastes	Waste of other organic wastes prepared at transfer/processing sites

Compressed Gases

301	Compressed gases	Waste of compressed gases prepared at transfer/processing sites
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-APPENDIX II-

PHILIP ENVIRONMENTAL INC

AMENDMENT TO CERTIFICATE OF APPROVAL

STAFF COMMENTS

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO: Peter Dunn, Manager
Waste Management Division
Environment Services Department
Attention: Mr. Colin Rodgerson

FROM: Murray F. Main, P. Eng.
Director of Traffic Services
Traffic Department

OUR FILE:
PHONE: 546-4580

SUBJECT: E308-01 Application for Amendment
to Certificate Approval
A100140, 52 Imperial Street and
A100306, 1505 Burlington Street East

DATE: 1992 November 9

In response to your memorandums of 1992 October 26, please be advised that we have reviewed these applications and have the following comments:

52 Imperial Street, Philip Enterprises

We find this application to be satisfactory from a traffic point of view. Access for this site must be maintained via Imperial Street.

1505 Burlington Street East, Harbour Front Recycling Inc.

We find this application to be satisfactory from a traffic point of view. Access for this site must be maintained via Kenilworth Avenue North.

Murray F. Main

RK/MT/ks

**PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH**

MEMORANDUM

ENVIRONMENTAL SERVICES	
NOV 4 1992	
FILE:	COMMENTS:
Director	
Finance & Adm.	
Prog. & Design	
Planning	
Land Use	
Lab.	
Admin. Serv.	
OUR FILE: P5-3-3-1	FILED BY

TO: Peter Dunn
Manager, Waste Management
Environmental Services Dept.

FROM: Victor Abraham *Victor Abraham*
Director of Local Planning

SUBJECT: 52 Imperial Street -
Application for an Amendment to
Certificate of Approval A100140

YOUR FILE: E308-01

OUR FILE: P5-3-3-1

DATE: November 2, 1992

This memorandum is in response to your memorandum dated October 26, 1992.

The subject lands are situated in Industrial Sector "C" in Hamilton's east end. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

- A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.
- A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proposed amendment to the Certificate of Approval involves increasing the waste classes that can be received at the site and allowing secure stopover of vehicles in transit to another facility; the proposal does not conflict with the intent of the Hamilton Official Plan provided Provincial statutes and regulations in these matters are not contravened.

If you have any further questions, please contact Keith Extance at 546-4158.

KE/

c.c. A.L. Georgieff, Regional Planning Branch

PUBLIC WORKS DEPARTMENT

CITY NOISE CONTROL

MEMORANDUM

TO: Mr. Peter Dunn
Manager, Waste Management
Environmental Services Department

YOUR FILE:

FROM: Mr. F. Westaway
Noise Control Officer
Public Works Department

OUR FILE:
PHONE: 523-5670

SUBJECT: Philip Enterprises Inc.
Application for Amendment to Certificate
Approval A100140, 52 Imperial Street

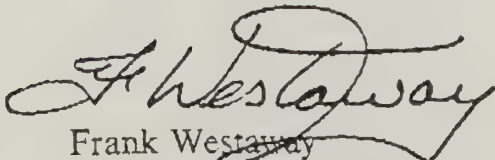
DATE: 1992 October 30

With respect to a letter dated September 29, 1992, from Philip Enterprises Inc., addressed to Mr. Hard Wong, it is mentioned that a stop-over for shipments enroute to other destinations will be established.

Our concern is that the trucks may be permitted to idle all night long on the property thus, possibly creating noise that area residents may complain about.

I would suggest that the applicant address this concern to ensure that vehicles parked in the stop-over do not pose a noise concern and indicate a site plan of the stop-over area. Maximum number of trucks that could be stopped over at one time should also be included in the report from Philip Enterprises.

For further assistance please contact me at 523-5670.


Frank Westaway
Chief Noise Control Officer

FW/jt

THE CORPORATION OF THE CITY OF HAMILTON

DEPARTMENT OF BUILDINGS

MEMORANDUM

TO: Mr. Peter Dunn
Manager Waste Management
Environmental Services Department
35 King Street East, Park Place

YOUR FILE: E308-01

FROM: Mr. Willie Wong, P. Eng.
Manager of Customer Services
Building Department

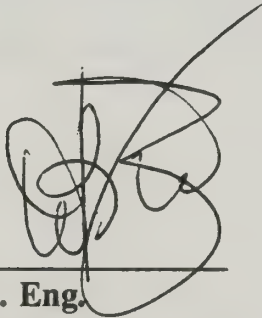
OUR FILE: Property
PHONE: 546-2766

SUBJECT: Philip Enterprises Inc.
52 IMPERIAL STREET


DATE: November 11, 1992

In reply to your Memorandum of October 26, 1992 regarding the above site, we wish to advise you that under the Zoning By-Law no household waste or garbage is allowed to be accepted at the site.

If any further information is required, then please contact Mr. Earl Begg at 546-2781 at our office.



Willie Wong, P. Eng.
Manager of Customer Services


EB/zr

ENVIRONMENTAL SERVICES	
NOV 17 1992	
FILE:	COMMENTS:
Director	
Finance & Admin	
Prog. & Eval. Design	
Plant	

ENVIRONMENTAL SERVICES

MEMORANDUM

TO: P. K. Dunn
Manager, Waste Management Division
Department of Environmental Services

YOUR FILE:

FROM: W. Poole
Pollution Abatement Officer
Department of Environmental Services

OUR FILE:
PHONE: (416) 546-4490

SUBJECT: Philip Enterprises Inc.
Application for Amendment to Certificate
of Approval A100140, 52 Imperial Street

DATE: 1992 November 20

This application is acceptable from a sewer use standpoint inasmuch as the inclusion of additional waste classes does not in itself create any impact on the sewer system.

If and when proposed processing changes come on line and subject to the approval by the Director of the Ministry of the Environment, an industrial sewer use inspection(s) will be carried out to determine the exact impact on the sewer system at this time.

WPV 
cc: E. Goodger

PLANNING AND DEVELOPMENT DEPARTMENT

MEMORANDUM

TO: Mr. C. Rodgerson YOUR FILE: E308-01
Waste Management operations
Environmental Services Department

FROM: A. L. Georgieff, M.C.I.P. OUR FILE: 768.42
Director, Regional Planning Branch
PHONE: 546-4210

SUBJECT: Philip Enterprises Inc. DATE: 1992 October 30
Application for Amendment to Certificate
Approval A100140, 52 Imperial St.

The Regional Planning Branch has reviewed the application for an Amendment to the Certificate of Approval for a waste disposal facility, at the above noted address in the City of Hamilton. The changes to the certificate are to expand the categories of waste that can be received at this site and increase storage capacity.

The Regional Planning Branch has determined that the proposal would not conflict with the Hamilton-Wentworth Official Plan.

GW

FILED		COPIES
		2
FILE:	COMMENTS:	
Director		
Finance & Adm.		
Prog. & Pre. Design		
Env. Geop.		
Int.		

J.J. SCHATZ
CITY CLERK



THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

TEL: 546-2700
FAX: 546-2095

1992 October 21

David J. Ross
Approvals and Planning
West Central Region
Ministry of the Environment
119 King Street West
12th Floor
P.O. Box 2112
Hamilton, Ontario
L8N 3Z9

Dear Mr. Ross:

This will acknowledge receipt of your letter dated 1992 October 13 respecting Philip Enterprises Inc. Application for a Certificate of Approval A100140, 52 Imperial Street.

The City of Hamilton's Transport and Environment Committee's next meeting is scheduled for 1992 November 30. We therefore request that you postpone your deadline for comments of 1992 November 13 to 1992 December 11 in order that this issue can be suitably addressed.

Yours truly,

A handwritten signature in black ink, appearing to read 'K. Christenson', written over a horizontal line.

Kevin C. Christenson, Secretary
Transport and Environment Committee

c.c. Mr. Val Terluk
Regional Municipality of Hamilton-Wentworth

Mr. Tony Pingue
Philip Enterprises Inc.



Ontario

Ministry
of the
Environment

Ministère
de
l'Environnement

West
Central
Region

Région
du
Centre-Ouest

October 13, 1992

Joseph Schatz
City Clerk
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8B 3T4

Dear Mr. Schatz

RE: Philip Enterprises Inc., Application for Amendment to
Certificate of Approval A100140, 52 Imperial Street

The West Central Region of the Ministry of the Environment has received a request from Philip Enterprises Inc. to amend their existing Provisional Certificate of Approval A100140 for a Waste Disposal Site(Processing) located at 52 Imperial Street.

The application requests amendment to increase the waste classes that can be received at the site and to allow secure stopover of vehicles in transit to another facility. There is no increase in the storage capacity.

This application is currently being reviewed by this office. As you may be aware, the Director has discretion under Part V of the Environmental Protection Act to hold a hearing on such applications.

Please provide your comments by November 13, 1992. If no response is received by this date, we will assume you have no objections with respect to this application and the issuance of a Certificate of Approval.

You may wish to contact the proponent, Tony Pingue at (416) 544-6687, as to the nature of the operation to be carried out at the site.

Should you have any questions regarding the above please contact me at (416) 521-7523.

Yours truly,

David J. Ross
Approvals and Planning
West Central Region

cc: Val Terluk, Regional Municipality of Hamilton-Wentworth
Tony Pingue, Philip Enterprises Inc.

OFFICE OF THE CITY CLERK

OCT 15 1992

REC. BY SA DATE _____

REF'D. TO _____ DATE _____

REF'D. TO J.D.T. DATE _____

REF'D. TO _____ DATE _____

ACTION: E.Y.A.

119 King St W
12th Floor - Box 2112
Hamilton Ontario
L8N 3Z9
416/521-7640

119, rue King ouest
12^e étage - Casier 2112
Hamilton (Ontario)
L8N 3Z9
416 521-7640

CITY OF HAMILTON

-RECOMMENDATION-

3(b)

DATE: 1992 November 20
E308-01 C. Rodgeron

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT: Harbour Front Recycling Inc.
Amendment for Certificate of Approval

RECOMMENDATION:

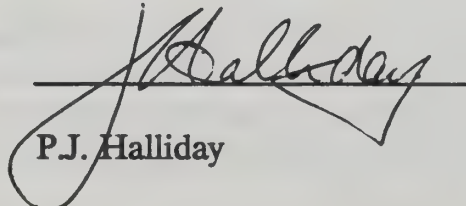
- a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton does not support the application by Harbour Front Recycling Inc. for an amendment to their a Waste Disposal Site (Processing), until the following conditions have been met to the satisfaction of the Municipality;
- i) Current stockpiles of waste are reduced to meet the Ontario Fire Code and the Fire Marshall's Act;
 - ii) Installation of a sprinkler system, in the building designated for storage and transfer of waste, be completed and approved before being utilized for this purpose;
 - iii) Expansion of waste classes be permitted once the proposed machinery is in place and proves capable of handling the current stockpiles of waste;
 - iv) Sufficient Financial Assurance has been retained by the MOE to effectively remediate the site in the event of unexpected closure;
 - v) The company maintain and submit to the MOE and the City a written monthly summary report on the operation of the site which should include a summary of waste received at the site and a monthly material balance of waste and recyclable material received and transported off-site, including the name and location of the facilities receiving each waste and/or recyclable material;

Cont'd...

**Harbour Front Recycling Inc.
Amendment for Certificate of Approval**

RECOMMENDATION:(Cont'd)

- c) That Harbour Front Recycling not be permitted to increase their storage capacity from 20 000 tonnes to 40 000 tonnes;
- d) That the Ministry be requested to keep the City formally informed of all dealings with Harbour Front Recycling and their compliance level on their current Certificate of Approval and their requested amendments;
- e) That a copy of this report and the corresponding City Council resolution be submitted to the West Central Branch of the MOE for their consideration in the preparation of the Certificate of Approval which would apply to the development and operation of the facility proposed by the proponent;


P.J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Recommendations arising from this report fall under the jurisdiction of both the Region and the City of Hamilton. As a result, this report is being jointly submitted to the City of Hamilton, Transport & Environment Committee, and the Regional Environmental Services Committee.

The following recommendations are being put forth for consideration by the Regional Environmental Services Committee, with respect to conditions that must be satisfied by Harbour Front Recycling before an amendment to the C of A is issued:

- a) Spill containment and protective barriers be put in place around two above ground diesel and gasoline storage tanks to prevent damage from vehicles operating in the area;
- b) Leachate discharged from the construction & demolition materials currently on site, to the Regional storm sewer be monitored to determine if it meets the Region's Sewer Use Bylaw R89-049.

Cont'd...

**Harbour Front Recycling Inc.
Amendment for Certificate of Approval**

BACKGROUND:

The West Central Region of the Ministry of the Environment (MOE) has received an application from Harbour Front Recycling Inc., for an amendment to their Provisional Certificate of Approval (C of A) to operate a waste disposal site (processing), located at 1505 Burlington Street E., Hamilton. The MOE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

Harbour Front Recycling received a C of A (A100306) from the MOE on December 19, 1991 to process dry, solid non-hazardous wastes from the construction and demolition (C&D) trade. Wastes entering the site consist of concrete, bricks, metal, wood and small amounts of soil which may be either commingled or source separated.

Harbour Front's application to the MOE requests an amendment to their existing C of A to expand the categories of waste which can be received at the site and to increase the storage capacity for the site to 40 000 tonnes. The additional types of wastes may be classed as ICI wastes (Industrial, Commercial and Institutional) such as wood, cardboard, metal and putrescibles; these wastes are in addition to the C&D waste currently being accepted by Harbour Front Recycling.

ICI wastes will be unloaded and sorted, recyclable portions of the load will be added to the C&D processing waste stream while non-recyclable portions of the load will be disposed of through their proposed transfer station to a landfill site in the United States. Non recyclable portions of the waste stream will have a 48 hour turnaround time within the transfer station which has a maximum storage capacity of 500 tonnes.

Harbour Front's current C of A permits them a maximum on site storage of 20 000 tonnes, their application requests that increased storage capacity for the site be raised to 40 000 tonnes. The increased tonnages would facilitate increases in concrete storage which has a very high density volume ratio.

Harbour Front currently has equipment in place to crush and screen concrete rubble into a variety of sizes along with equipment to chip clean loads of wood waste; however machinery for processing the commingled C&D waste has still not been installed at the time this report was written. The middle of December was given as an implementation date however a specific delivery date and start up date could not be confirmed. Equipment installation has continually been delayed since their initial C of A was issued in December 1991; consequently, the site has reached its storage capacity of 20,000 tonnes of stockpiled commingled C&D waste.

Cont'd...

-page 4-
1992 November 20

**Harbour Front Recycling Inc.
Amendment for Certificate of Approval**

BACKGROUND:(Cont'd)

The system to be installed is a three stage process. The first phase separates mixed loads of rubble by size and material, via screens, magnets and vibrating plans. Initial sizing of concrete is accomplished by a "Hazmag Impactor." The second phase involves a manual picking station for the separation of paper, iron, etc.; and the separation (via air and water) and cleaning of wood. The third phase is to process concrete rubble utilizing crushing, screening and conveying.

In keeping with the established policy, Ministry officials have requested the City of Hamilton to comment on the viability of the proposed facility from a municipal jurisdictional perspective. In order to satisfy the City's and the Region's regulatory mandate, as well as the Ministry's request for comments, staff from various City and Regional departments were requested to review the background documentation provided by Harbour Front Recycling Inc., and to prepare a report on any comments or concerns they might have on the proposed facility.

Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing the Fire Department, Traffic Services, Local Planning, Noise Control, Building; and Regional staff representing Environmental Service Department and Planning, are appended to this report.

Specific attention should be paid to the comments from the Hamilton Fire Department with respect to the size of the current piles resulting in non-compliance with the Ontario Fire Code and the Fire Marshal's Act and the installation of a sprinkler system in the building designated for storage and transfer of waste. Additional comments from the Environmental Services Department with respect to both solid and liquid wastes should also be noted.

CR/
Attach.

cc: L. Sohal, Secretary, Environmental Services Committee
Regional Municipality of Hamilton-Wentworth

BAKER
CHIEF



FILE NO. _____

THE CORPORATION OF THE CITY OF HAMILTON
HAMILTON FIRE DEPARTMENT - FIRE PREVENTION DIVISION
55 KING WILLIAM STREET
HAMILTON, ONTARIO L8R 1A2

3 November 1992

The Regional Municipality of Hamilton-Wentworth
Environmental Services Department
35 King Street East
4th Floor
Hamilton, Ontario
L8N 4A9

Attn: Colin Rodgerson

Dear Sir

RE: Harbour Front Recycling Inc.
1505 Burlington Street East

In response to a memorandum issued by Peter Dunn of your office on October 26, 1992 concerning the above noted premises, please be advised as follows.

The Hamilton Fire Department became involved with this property in March 1992 following the receipt of a complaint. Our inspection resulted in several Ontario Fire Code Notices of Violation and a Fire Marshal's Order being served on Harbour Front Recycling for non-compliance with the Ontario Fire Code and the Fire Marshal's Act.

One particular infraction dealt with the size of storage piles on the site. Our inspection revealed that there were two storage piles approximately 30' high and 27,200 square feet in area. The Ontario Fire Code permits storage piles to be 10' high and 1000 square feet in area. While it is true that the original Certificate of Approval allowed for 20,000 tonnes of material to be stored on site, it has become apparent that due to the amount of land available for storage, compliance with the Fire Code requirements for size of storage piles cannot be achieved.

-Continued-

In order to achieve compliance, the existing storage piles of waste material must be processed and removed from the site. This has not been achieved because the machinery required for this processing has not yet been installed and no proposed date of installation and operation has been given to this Department. It is obvious that due to the size and content of these storage piles, should a fire occur, it has the potential to escalate into a major incident which would impact upon neighbouring industries as well. This amendment also indicates that the new transfer station will be indoors. Although work is progressing towards the installation of a sprinkler system in this building, until such time as that system is installed, use of this building as a storage and transfer facility is not approved by this Department. Since the existing operation at this site does not presently comply with all applicable fire regulations, I find it difficult to comprehend why this proposal to increase storage would be considered at this time.

It is for these reasons that this Department must insist that the proposed amendment of this Certificate of Approval be denied.

Trusting this is the information you require, I remain,

Yours truly



J.R. Winn, Acting
Chief Fire Prevention Officer

JPV:cl

cc: Chief G. Baker

CORPORATION OF THE CITY OF HAMILTON
MEMORANDUM

TO: Peter Dunn, Manager
Waste Management Division
Environment Services Department
Attention: Mr. Colin Rodgerson

FROM: Murray F. Main, P. Eng.
Director of Traffic Services
Traffic Department

OUR FILE:
PHONE: 546-4580

SUBJECT: E308-01 Application for Amendment
to Certificate Approval
A100140, 52 Imperial Street and
A100306, 1505 Burlington Street East

DATE: 1992 November 9

In response to your memorandums of 1992 October 26, please be advised that we have reviewed these applications and have the following comments:

52 Imperial Street, Philip Enterprises

We find this application to be satisfactory from a traffic point of view. Access for this site must be maintained via Imperial Street.

1505 Burlington Street East, Harbour Front Recycling Inc.

We find this application to be satisfactory from a traffic point of view. Access for this site must be maintained via Kenilworth Avenue North.

RK/MT/ks

ENVIRONMENTAL SERVICES	
NOV 10 1992	
FILE:	COMMENTS:
Director	
Finance & Adm.	
Prog. & Planning	
Plant & Equip.	
Int.	
Waste	
Labs	
Admin. Serv.	
DATE:	

Murray F. Main

**PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH**

MEMORANDUM

ENVIRONMENTAL SERVICES	
NOV 4 1992	
FILE:	
Director	
Finance & Admin	
Prog. & Plan.	
Waste	
Lab.	
Arch. & Eng.	
FILED BY:	

TO: Peter Dunn
Manager, Waste Management
Environmental Services Dept.

FROM: Victor Abraham
Director of Local Planning

SUBJECT: 1505 Burlington Street East -
Application for an Amendment to
Certificate of Approval A100306

YOUR FILE: E308-01

OUR FILE: E5-3-3-1

DATE: November 2, 1992

This memorandum is in response to your memorandum dated October 26, 1992.

The subject lands are situated in Industrial Sector "E" in Hamilton's east end. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

- A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.
- A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proposed amendment to the Certificate of Approval involves expanding the categories of waste that can be received at the site and increasing the storage capacity for the site; the proposal does not conflict with the intent of the Hamilton Official Plan provided Provincial statutes and regulations in these matters are not contravened.

If you have any further questions, please contact Keith Extance at 546-4158.

KE/

c.c. A.L. Georgieff, Regional Planning Branch

PUBLIC WORKS DEPARTMENT

CITY NOISE CONTROL

MEMORANDUM

TO: Mr. Peter Dunn
Manager, Waste Management
Environmental Services Department

YOUR FILE:

FROM: Mr. F. Westaway
Noise Control Officer
Public Works Department

OUR FILE:
PHONE: 523-5670

SUBJECT: Harbour Front Recycling Inc.
Application for Amendment to Certificate
Approval A100306, 1505 Burlington St. East

DATE: 1992 October 30

After discussion with Mr. Mark Dunn, of the Ministry of the Environment, it appears the amendment is required as a result of the exceeding tonnage limits of 20,000 tons of stock piled on the site at 1505 Burlington St. East.

The Noise Control Office therefore has no comments with respect to the application.


Frank Westaway
Chief Noise Control Officer

FW/jt

ENVIRONMENTAL SERVICES	
NOV 17 1992	
FILE:	
Director	COMMENTS:
Finance & Adm.	
Planning & Design	
Public Affairs	
Regulatory	
FILED IN:	
FILED BY:	

THE REGION OF HAMILTON-WENTWORTH

MEMORANDUM

TO: Peter Dunn
Manager, Waste Management Division
Department of Environmental Services

YOUR FILE:

FROM: Colin Rodgerson
Recycling Technician
Environmental Services

OUR FILE:
PHONE: 546-4439

SUBJECT: Harbour Front Recycling
Site Visit

DATE: November 5, 1992

I have received and reviewed Harbour Front Recycling's application for an amendment to their existing Certificate of Approval (C of A). In principle this application has merit and it is generally recognized that there is a need for this type of operation within Hamilton-Wentworth; however, after a site visit on Tuesday November 3, 1992 I have serious reservations about their existing operations.

I was accompanied to the site by Wayne Poole (Pollution Abatement Officer) whose comments on are attached to this memo. A review of their current proposal and a site tour was given by A. DiPisquale, Manager of Operations.

A tour of the facility raised the following concerns with respect to their current operations:

The Hazemag Demolition Processing System proposed by Harbour Front in August 1991 to separate construction and demolition waste has still not been installed resulting in extremely large quantities of waste being stored on site.

The piles of waste approach the 20 000 tonne storage capacity put on the site by the Ministry of the Environment giving the perception of capacity. Mr. DiPisquale informed me that there was currently 17 500 tonnes of waste currently stored on site ,however no records were provided. It is obvious from visual inspections that the site has reached storage capacity. The piles of waste store outside stand 30 to 40 feet in height and have only recently had 10 foot wide rows cut between them.

Cont'd...

Harbour Front Recycling Site Visit

Additional waste is stored inside the primary warehouse which is scheduled to house the primary feed unit of the waste processing system. The waste encompasses the entire building reaching 30 to 40 feet in height. This material will have to be removed before any machinery can be installed.

The adjacent warehouse which will house the processing units for sorting and separating commingled waste has not been prepared to receive the installation of the incoming machinery. The warehouse still contains equipment and foundry debris owned by Shenago Inc. which requires removal before installation and operations could occur.

Mr. Dipisquale stated that he expected the processing equipment to be delivered in December but could not give a definite delivery date. Operations and movement of the commingled waste are obviously contingent on the installation of the processing equipment but efforts to speed up the installation of the equipment are not evident.

Harbour Front currently has equipment in place to crush and screen concrete rubble into a variety of sizes along with equipment to chip clean loads of wood waste. The concrete crusher was in operation, however, the wood chipper was still undergoing installation. A small test run of the wood chipper had occurred prior to our arrival resulting in a 1 cubic yard of chipped wood.

A 30 foot plus high berm of soil and rock has been put into place between the piles of waste and the abutting Dofasco property. This request was fulfilled at Dofasco's request.

It would seem apparent that Harbour Front Recycling has substantial work to do with their current operations before they can receive or process any more waste or receive any amendments. Discussions with MOE Provincial Officers Jane Glassgow and Mark Dunn indicate that Harbour Front Recycling will be in court on December 21, 1992 on an infraction against their current C of A.

According to Mr. Dipisquale's letter dated Sept. 21, 1992 " the MOE currently holds a \$ 250, 000 letter of Credit on our behalf against site cleanup. We are well aware that this would not be sufficient to carry this work out, but our view was that there has always been sufficient equity in the company to clean up the site if that is what it came to." In their own admission Harbour Front's Financial Assurance would not be adequate to cover the costs of site cleanup in the event of site closure and therefor should be revised accordingly.

ENVIRONMENTAL SERVICES

MEMORANDUM

TO: P. K. Dunn
Manager, Waste Management Division
Department of Environmental Services

YOUR FILE:

FROM: W. Poole
Pollution Abatement Officer
Department of Environmental Services

OUR FILE:
PHONE: (416) 546-4490

SUBJECT: Harbour Front Recycling Inc.
Application for Amendment to Certificate
of Approval A100306, 1505 Burlington St. E.

DATE: 1992 November 20

This application is for inclusion of additional waste classes for the purpose of accepting industrial, commercial & institutional, I C & I waste in addition to the Construction & Demolition, C & D waste presently being accepted under Harbour Front's existing Certificate of Approval.

With regard to sewer use for the above facility and within the limits of this jurisdiction, an inspection of 1505 Burlington Street East, Hamilton, formerly Canada Ingot Mould Inc., was carried out.

Harbour Front proposes to have sludge/liquid residues from the power washdown of the transfer site tipping floor to an oil/grease separator and then to the sanitary sewer. Permission would be granted only if this discharge complied with the Sewer Use By-law or could otherwise be acceptable under the provisions of an sewer use agreement.

As the proposed wood separation floatation system will be a closed loop with makeup water only this should have no sewer impact.

According to A. Dipasquale, Manager of Operations, Service Station Maintenance has tested two buried gasoline and diesel fuel storage tanks and found them to be sound. Mr. Dipasquale further informed me that these tanks have been re-fitted with new galvanized filler pipes and that recent excavation in the vicinity of these tank confirmed that they were of fibreglas construction.

Cont'd...

PLANNING AND DEVELOPMENT DEPARTMENT

MEMORANDUM

TO: Colin Rodgerson
Waste Management Operations
Environmental Services Department

YOUR FILE: E308-01

FROM: A. L. Georgieff, M.C.I.P. *ALG*
Director, Regional Planning Branch

OUR FILE: 768.42

PHONE: 546-4210

SUBJECT: Harbour Front Recycling Inc. DATE: 1992 October 30
Application for Amendment to Certificate
Approval A100306, 1505 Burlington St. E.

The Regional Planning Branch has reviewed the application for Amendment to the provisional Certificate of Approval for a waste disposal facility (processing), at the above noted site and determined that the proposal does not conflict with the Hamilton-Wentworth Official Plan.

GW

ENVIRONMENTAL SERVICES	
NOV 3 1992	
FILE:	COMMENTS:
Director	
Fi.	
P.	
Labs	
Adm. / sst.	
	FILED BY:

J.J. SCHATZ
CITY CLERK



THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

TEL: 546-2700
FAX: 546-2095

1992 October 21

David J. Ross
Approvals and Planning
West Central Region
Ministry of the Environment
119 King Street West
12th Floor
P.O. Box 2112
Hamilton, Ontario
L8N 3Z9

Dear Mr. Ross:

This will acknowledge receipt of your letter dated 1992 October 13 respecting Harbour Front Recycling Inc. to amend their existing Provincial Certificate of Approval A100306, for a Waste Disposal Site Processing located at 1505 Burlington Street East, Hamilton.

The City of Hamilton's Transport and Environment Committee's next meeting is scheduled for 1992 November 30. We therefore request that you postpone your deadline for comments of 1992 November 13 to 1992 December 11 in order that this issue can be suitably addressed.

Yours truly,

A large, stylized handwritten signature in black ink, likely belonging to Kevin C. Christenson.

Kevin C. Christenson, Secretary
Transport and Environment Committee

c.c. Mr. Val Terluk
Regional Municipality of Hamilton-Wentworth

Mr. Larry MacNamara
Harbour Front Recycling Inc.



Ontario

Ministry
of the
Environment

Ministère
de
l'Environnement

West
Central
Region

Région
du
Centre-Ouest

OFFICE OF THE CITY CLERK

OCT 16 1992

REC'D BY SGH DATE

REF'D TO K.C. DATE

REF'D TO DATE

REF'D TO DATE

ACTION: F.Y.A.

119 King St W
12th Floor - Box 2112
Hamilton Ontario
L8N 3Z9
416/521-7640

119, rue King ouest
12^e étage - Casier 2112
Hamilton (Ontario)
L8N 3Z9
416/521-7640

October 13, 1992

Joseph Schatz
City Clerk
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8B 3T4

Dear Mr. Schatz

RE: Harbour Front Recycling Inc.,
Application for Amendment to Certificate of Approval A100306

The West Central Region of the Ministry of the Environment has received a request from Harbour Front Recycling Inc. to amend their existing Provisional Certificate of Approval A100306 for a Waste Disposal Site(Processing) located at 1505 Burlington Street E., Hamilton.

The application requests amendment to expand the categories of waste that can be received at the site and to increase the storage capacity for the site.

This application is currently being reviewed by this office. As you may be aware, the Director has discretion under Part V of the Environmental Protection Act to hold a hearing on such applications.

Please provide your comments by November 13, 1992. If no response is received by this date, we will assume you have no objections with respect to this application and the issuance of a Certificate of Approval.

You may wish to contact the proponent, Larry MacNamara at (416) 548-6900, as to the nature of the operation to be carried out at the site.

Should you have any questions regarding the above please contact me at (416) 521-7523.

Yours truly,

David J. Ross
Approvals and Planning
West Central Region

cc Val Terluk, Regional Municipality of Hamilton-Wentworth
Larry MacNamara, Harbour Front Recycling Inc.

4.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 September 15

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

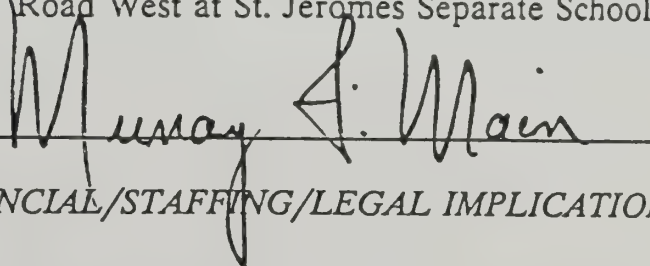
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Bendamere Avenue and Upper Paradise Road - School Crossing Guard. (TEC-189-92)

RECOMMENDATION:

- a) That a School Crossing Guard be assigned to the intersection of Bendamere Avenue and Upper Paradise Road during the morning and evening school crossing periods only on a permanent basis; and
- b) That the School Crossing Guard located at the mid-block traffic signal on Limeridge Road West at St. Jeromes Separate School be removed.


Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The adjustment of these school crossings will have a neutral impact on the School Crossing Guard Program budget.

BACKGROUND:

Bendamere Avenue and Upper Paradise Road

Alderman Ross has, as a result of a request from Holbrook Public School, requested that the Traffic Department investigate the need for a School Crossing Guard at the intersection of Bendamere Avenue and Upper Paradise Road. Several studies have occurred on Upper Paradise Road in the vicinity of Bendamere Avenue over the past several years. It has always been concluded that there was not a need for adult supervision due to low pedestrian volumes or alternate locations to cross Upper Paradise Road.

As a result of a policy change by the Hamilton Public School Board regarding bussing of children, it was concluded that new studies were necessary. Studies undertaken on 1992 September 08 and 1992 September 09, indicate a large increase in children attempting to cross Upper Paradise Road to attend classes at Holbrook School and Chedoke School. Pedestrian volumes over these two days range from 40 to 50 children during a normal crossing period. The majority of these children were previously bussed to Chedoke School but must now walk and cross Upper Paradise Road. Observations also indicate that there are few safe gaps in the traffic flow on Upper Paradise Road and that children will experience delays in crossing safely. Therefore, it is recommended that a School Crossing Guard be hired and assigned to the intersection of Bendamere Avenue and Upper Paradise Road during the morning and evening school crossing periods only.

In accordance with approved emergency procedures, a temporary School Crossing Guard was assigned to this location on 1992 September 10.

Limeridge Road West at St. Jeromes Separate School

As a result of a decision by City Council on 1990 July 31, a pedestrian actuated signal was installed on Limeridge Road West at St. Jeromes Separate School. A School Crossing Guard has been assigned to this location since 1979.

The purpose of a School Crossing Guard is to stop moving vehicles and to create a gap in traffic to enable children to cross roadways safely. At this location, the pedestrian signal and School Crossing Guard are situated in a mid-block location. Therefore, when the pedestrian signal is actuated, all vehicular traffic comes to a stop, and there is no conflict between vehicular and pedestrian traffic. Therefore, the School Crossing Guard is redundant. In the interest of attempting to make the best use of the funds available for school crossing, it is recommended that the guard at this location be removed in order that the new guard may be assigned to Bendamere Avenue and Upper Paradise Road with a neutral cost to the program. Therefore, the Traffic Department recommends that the School Crossing Guard be removed from this location. The Traffic Department will have the School Crossing Guard remain on duty for an appropriate phase-out period, to direct children on the proper method to use the pedestrian actuated signal.

TA/MH/ks



PITCH-IN ONTARIO

Waste management . . . in action!

October 16, 1992

Mr. R. Morrow
Mayor
City of Hamilton
71 Main Street West
Hamilton, ON L8V 2W5

Dear Mayor:

Attached you will find the highlights of the 1992 PITCH-IN WEEK campaign. Once again, volunteerism worked in the 512 communities where projects were undertaken!

We are now preparing for next year's program which will take place May 3-9, 1993. Another successful campaign is expected. (1)

PITCH-IN WEEK couldn't take place without financial support from Ontario's communities. Once again, we thank you for contributing towards the 1992 campaign.

In 1993 we are faced with a serious shortfall in funding. Even though we have once again secured support from the Ministry of Environment, for which we are very grateful, our industry support has decreased substantially as a result of the recession.

Your community's support is now critical. Based on your population, we are asking you to make a contribution of \$1,900. It will provide support and free materials to the volunteers in your community. (2)

Thank you for considering our request and responding to us in the near future. 1993 campaign materials will be sent to your community's schools, Scouts, Girl Guides, Chamber of Commerce and various other voluntary organizations in January, 1993.

Please contact us if you have any questions.

Kindest regards,

PITCH-IN ONTARIO


Allard W. van Veen, APR
President

P.S. Thank you for your continued support!

Enclosure

DISTRIBUTED FOR IN
TO MEMBERS OF CIT

OCT 23 1992

OCT. 29/92

DATE

SIGNATURE

Our File: 6P04

C.C. : F + A
T + E

To date
for C.C.
+ Committee



36 Toronto Street, Suite 850, Toronto, Ontario M5C 2C5
PITCH-IN is a registered trademark in Canada

1992 PITCH-IN WEEK

HIGHLIGHTS

Objectives of the Campaign

- involving a large number of Ontarians in environmental enhancement activities
- cleaning up litter from urban, rural and wilderness areas
- encouraging voluntary action as a means of resolving the littering problem
- making Ontarians aware of the value of waste as a resource
- encouraging the reduction/re-use/recycling of waste

The Results

- 2,810 projects were undertaken throughout the Province
- 1,188,400 volunteers were involved in the projects undertaken, some in more than one activity
- 1,128 volunteer coordinators directed programs at a local level
- 60.5% of all projects recycled the waste collected
- 67.5% of coordinators indicated they planned to separate the waste collected for recycling or educational purposes in order to encourage recycling
- projects took place in 512 communities
- donated labour is estimated to have totalled \$30 million (this excludes donations of equipment, supplies, etc.) This was a direct saving to taxpayers.
- Public Service Advertising donated by print and electronic media towards making Ontarians aware of their responsibility toward maintaining a clean and healthy environment is estimated to have totalled hundreds of thousands of dollars

The Projects and Number of People

<u>Description of Clean-Up Project</u>	<u>No. of Volunteers</u>	<u>No. of Organizations</u>
Schoolyard	283,260	1,002
Neighbourhood	230,249	909
Park/Playground/Churchyard	239,963	907
Ravine	58,370	194
River/Stream	70,417	273
Highway	52,070	230
Cemetery	9,750	71
Entire Community	110,535	303
Lakeshore	33,347	127
Business	47,341	104
Beach	35,239	128
Other	17,893	140

please see reverse . . .

The Communities where Projects Took Place/Volunteers Participated

[illegible]

CITY OF HAMILTON
- RECOMMENDATION -

6.

DATE: 1992 November 23

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: Tina Agnello, Secretary
Planning and Development Committee

SUBJECT:

RECEIVED

NOV 23 1992

Bay Street Closure - North End East and West, Community Improvement Plan.....
CITY CLERKS

RECOMMENDATION:

That consideration be given to the closure of Bay Street North as recommended in the North End East and West Community Improvement Plan.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

T. Agnello

N/A

BACKGROUND:

The Planning and Development Committee at its meeting of 1992 November 18 recommended Item 6 of the Twentieth Report of the Planning and Development to Council:

That the Mayor and City Clerk be authorized to sign the standard Grant Agreement required by the Minister of Culture and Communications for the transfer of funds to the City for the Durand Markland Heritage Conservation District Study and Plan.

This recommendation has been forwarded to Council with the proviso that the Transport and Environment Committee approve the Bay Street North lot closure.

Attached please find a copy of the report as recommended to the Planning and Development Committee by the Director of Public Works.

Attach.

cc: D. Lobo, Director of Public Works, Public Works Department

CITY OF HAMILTON
- RECOMMENDATION RECEIVED

NOV 11 1992

DATE: 1992 November 11

REPORT TO: Ms. Tina Agnello, Secretary
Planning and Development Committee

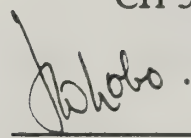
CITY CLERKS

FROM: Mr. D. Lobo,
Director of Public Works

SUBJECT: North End East and West P.R.I.D.E. Anti-Recession
Programme; Approval of Community Improvement Plan
and Financing

RECOMMENDATION:

- a) That pursuant to the citizen input received at a Public Meeting held 1992 November 04, the North End East and West Community Improvement Plan attached as Schedule 'A' be approved and submitted to the Ministry of Municipal Affairs for their approval; and,
- b) That the Law Department be authorized to prepare the necessary by-law to adopt the North End East and West Community Improvement Plan in accordance with (a) above; and,
- c) That the Public Works Department be authorized to implement the improvements to Bay Street, Guise Street and pedestrian connections to the Waterfront Parks in accordance with the Community Improvement Plan at a total estimated cost of \$400,000., 50% Provincial and 50% Municipal including all accrued interest; and,
- d) That the Finance and Administration Committee be requested to provide the matching funds of \$200,000. from the Pier 4 Park development funding Account No. CH 5200 419154007.



Mr. D. Lobo,
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Ministry of Municipal Affairs, under the P.R.I.D.E. Anti-Recession Programme is providing an allocation to the City of Hamilton of \$200,000. to carry out improvements to Guise Street, a portion of Bay Street, surrounding landscape and pedestrian connections to the Waterfront. Funds to match the Provincial allocation are available in Account No. CH 5200 419154007 (Pier 4). Therefore no additional funding is required.

Unlike other P.R.I.D.E. Programmes, the Ministry of Municipal Affairs will be forwarding 85% of the \$200,000. (\$170,000.) prior to expenditure to allow the City to utilize the accrued interest to cover administration costs. We are therefore recommending that all interest be flowed back into the North End East and West P.R.I.D.E. Anti-Recession account for this purpose.

BACKGROUND:

On 1992 September 23, the City of Hamilton received an announcement from the Minister of Municipal Affairs, Dave Cooke, advising that we had been successful in receiving a \$200,000. allocation for matching funds under the P.R.I.D.E. Anti-Recession Programme.

The City's share of this Programme would be matched from existing Capital Budget funding for Pier 4 Park from the Parks Development Section of the Public Works Department. The funds must be spent by 1993 September 31. Improvements will include closure of the northern end of Bay Street, sidewalk construction to Guise Street and associated landscaping and lighting on both streets to enhance pedestrian and bicycle connections to Bayview, Pier 4, Harbourfront and Eastwood Parks. A Public Meeting was held 1992 November 04 to receive input on the proposed improvements. This scope of work had originally been approved as part of the scope of work for the development of Pier 4 Park through the Parks and Recreation Committee and City Council (1991 January 29). With the extra P.R.I.D.E. allocation of \$200,000., these projects can now more comprehensively be implemented.

JMcN:bk

cc: Mr. J. Pavelka, C.A.O.
Chief Administrator's Office
Mr. A. Ross, City Treasurer
Treasury Department
Ms. P. Noe Johnson, City Solicitor
Law Department
Mr. C. Firth-Eagland, Superintendent
Parks Development and Maintenance Section
Public Works Department
Mr. K. Christenson, Secretary
Parks and Recreation Committee
Mrs. S. Reeder, Secretary
Finance and Administration Committee

**NORTHEND EAST AND NORTHEND WEST
COMMUNITY IMPROVEMENT PLAN**

Northend East and Northend West - Neighbourhood Profile:

The Northend East and Northend West Neighbourhoods cover an area of approximately 285 hectares with a total population of 4,814 (1991 land use characteristics). The boundaries of the combined neighbourhoods are: on the north by the Hamilton Harbour north of Guise Street, on the east by Wellington Street North, on the south by the Canadian National Railway Freight Yards south of Strachan Street, and on the west by Hamilton Harbour, west of Bay Street North. Neighbourhood Maps are attached. (Schedules 'A' and 'B')

The Northend Neighbourhoods contain a number of areas of different land uses including commercial, residential, parkland/recreational, Harbour Commissioner's and industrial. Housing is predominantly single family (1 or 2 family) dwellings zoned "D". Commercial uses are predominantly situated on James Street North and Burlington Streets. There are three schools in the area - Centennial Public School, Bennetto Senior Public School and St. Lawrence Separate School. Land Use Maps are attached. (Schedules 'C' and 'D')

The Community Improvement Project Area

The Community Improvement Project Area is comprised of segments of the Northend East and West Neighbourhoods, extending from the CN mainline on the south, along MacNab Street North northerly to Burlington Street, east to the western edge of Eastwood Park, north to Guise and south-easterly along Guise, Leander Drive and the boundaries of the Waterfront Development to meet up with the CN lines. The Northend East and West Community Improvement Project Area, adopted by By-law 92-054, is comprised of portions of the Northend East and West Neighbourhoods. Subsequently, an amendment to this Community Improvement Project Area was adopted by City Council by By-law 92-162 on 1992 May 26 and is attached as Schedule 'E'.

Background

In 1973 the Northend Urban Renewal Redevelopment Plan was adopted by By-law for the purpose of carrying out improvements in the Northend Neighbourhoods. Since that time no major capital projects have been undertaken in that area.

Adjacent waterfront lands have been the subject of a comprehensive study completed in 1985. Development of Pier 4 and Harbourfront Parks is presently occurring but does not encroach on the Community Improvement Project Area.

Subsequently, the Northend East and West Community Improvement Project Area was formed and adopted by City Council in 1992.

A public process has been undertaken for the combined areas of the Waterfront and the Northend East and West Community Improvement Project Area. A citizen's committee was established and public meetings and design workshops were held in 1991. As a result of these and other meetings, the following improvements for the Community Improvement Project Area have been proposed.

Proposed Improvements:

During the public process, citizens and committee members expressed concern over a number of elements some of which were specifically within the Community Improvement Project Area:

- close Bay Street to link Pier 4/Harbourfront Park to Bayview Park
- bury overhead electrical wires
- redesign street and park lighting for lighting control, improved and co-ordinated design and improved security
- create/upgrade bicycle and pedestrian links/pathways
- upgrade Guise Street
- provide safe and accessible pathways to Harbourfront, Pier 4, Bayview and Eastwood Parks

Therefore, the P.R.I.D.E. Anti-Recession Programme funds will be allocated to the following:

1. Landscaping and hard surface treatment to Guise Street and Bay Street
2. Provision of new lighting on Guise and adjacent pedestrian/bicycle pathways
3. Additional landscaping as required to provide for safe and accessible bicycle and pedestrian routes connecting the Northend Community Improvement Project Area to Harbourfront, Pier 4, Bayview and Eastwood Parks as well as the Ferguson Avenue Community Improvement Project Area (attached as Schedule 'F').

These improvements conform with the official plan.

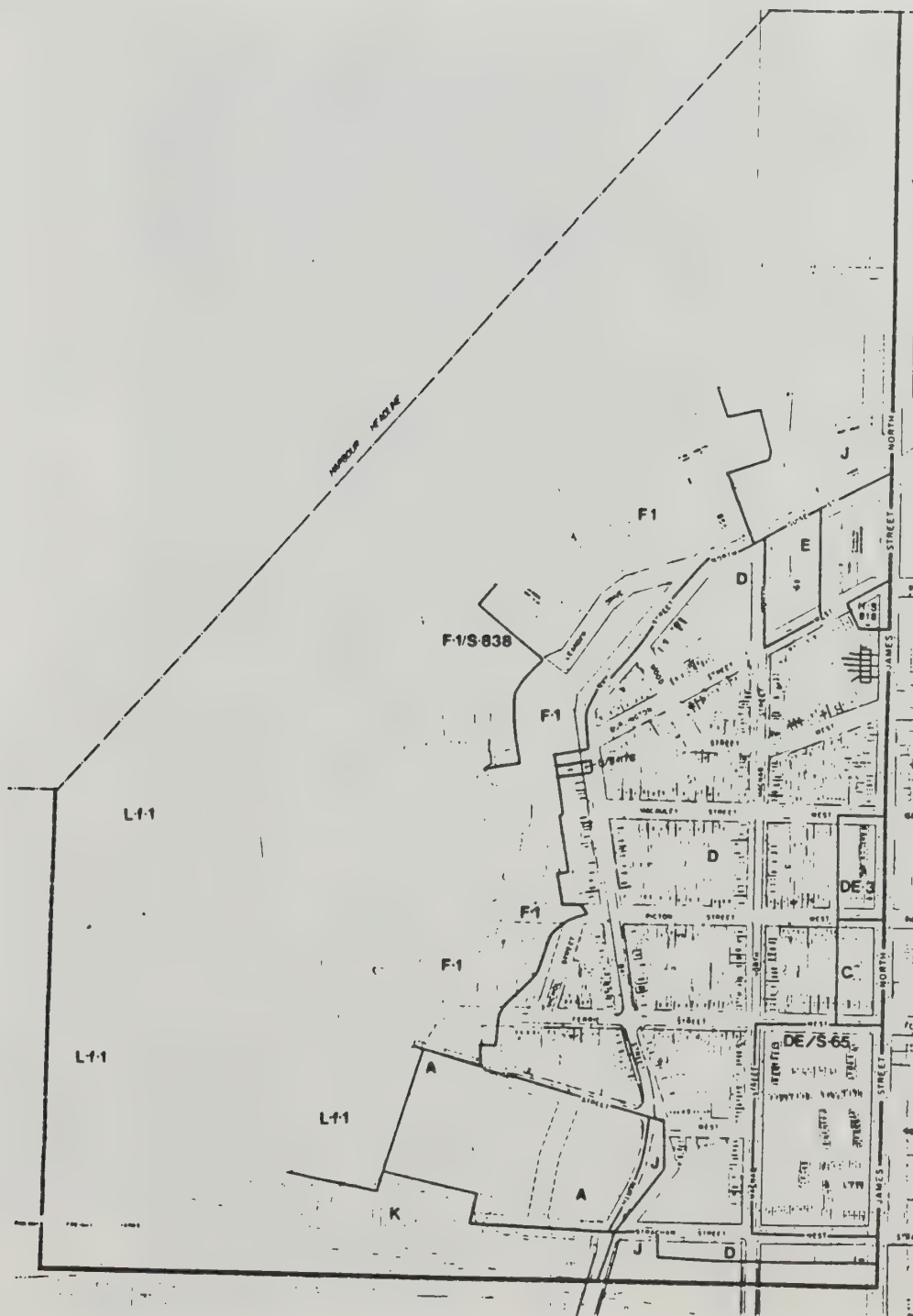
Implementation Plan:

The City of Hamilton's Public Works Department, is working closely with the Regional Municipality of Hamilton-Wentworth and Hamilton Hydro-Electrical Systems along with the public to prepare detailed plans for the project area. Implementation is expected to occur in the fall of 1992 and the spring of 1993 in accordance with the P.R.I.D.E. Anti-Recession Programme Guidelines.

LIST OF ATTACHMENTS

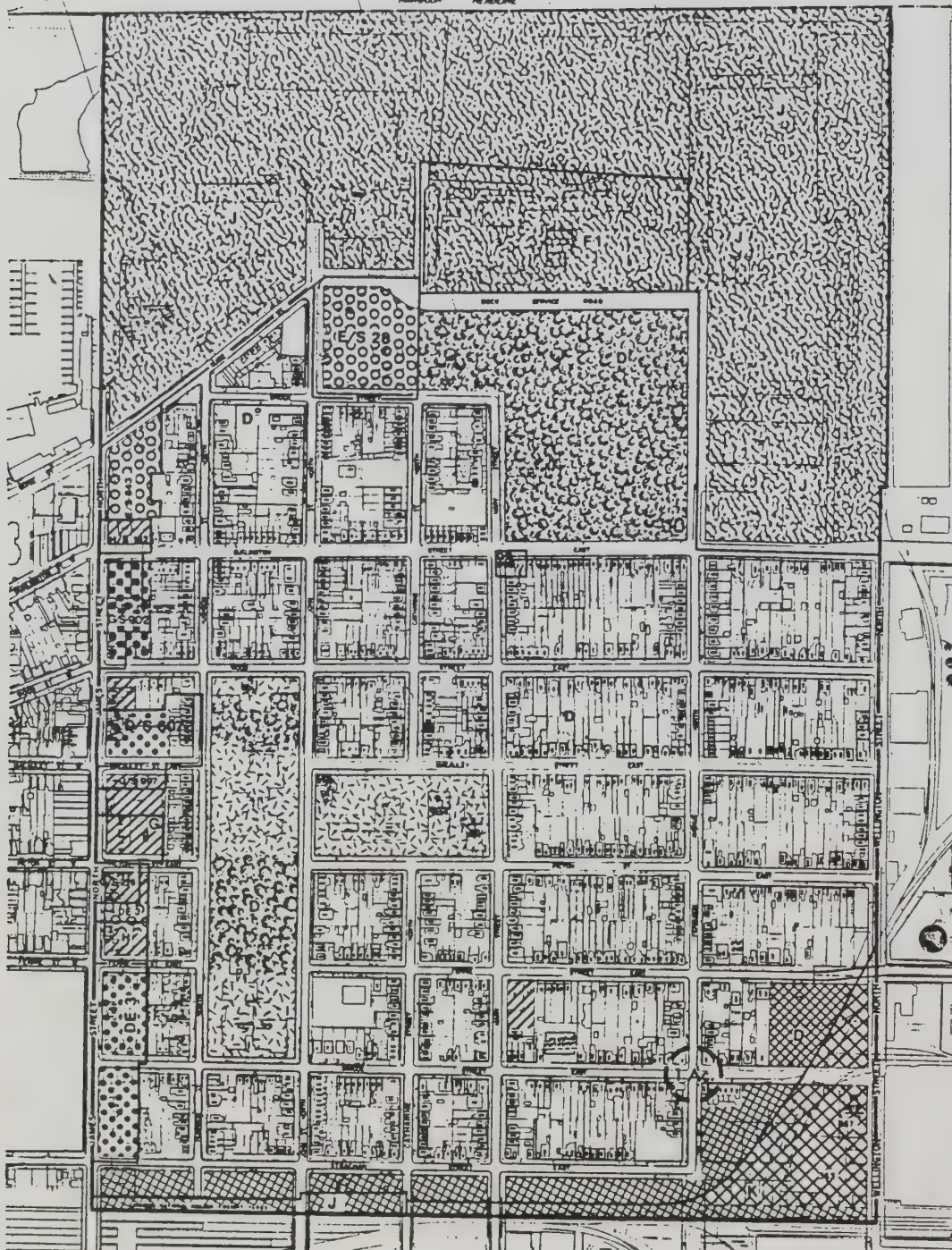
- A** North End East Zoning Map
- B** North End West Zoning Map
- C** North End East - Land Use Map
- D** North End West - Land Use Map
- E** North End East and West Community Improvement Project Area
- H** Declaration Confirming Public Meeting Held

NOTE: Schedules do not form part of the Community Improvement Plan



All Lands Within This Neighbourhood Is Subject
To Site Plan Control By-law No. 90-285.

<p>40 107 106 127 21 10</p> <p>This is not a Legal Document For Zoning verification Please Contact City Building Department</p>	<p>CITY OF HAMILTON</p> <p>NORTH END WEST</p> <p>ZONING</p>
<p>Neighbourhood Boundary</p> <p>Zoning Boundary</p>	<p>SCALE 0 20m</p>
<p>Prepared for The City of Hamilton By the Planning and Development Department of The Regional Municipality of Hamilton-Wentworth</p>	<p>6102 JANUARY 1990 107</p>



NOTE: THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE. FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

THIS AREA TO BE DELT WITH IN A FUTURE OFFICIAL PLAN AMENDMENT PENDING DETERMINATION OF JURISDICTION.

PUBLIC PARK AREA TO BE PROVIDED IN THE VICINITY OF THIS SYMBOL. THE PARTICULAR LOCATION OF WHICH SHALL BE DETERMINED AT SUCH TIME AS FUNDS ARE AVAILABLE FOR ACQUISITION.

All Lands Within This Neighbourhood Is Subject To Site Plan Control By Law No. 90-285.

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apts.
- medium density apts.
- high density apts.
- commercial & apts.

COMMERCIAL

INDUSTRIAL

CIVIC & INSTITUTIONAL

PARK & RECREATIONAL

OPEN SPACE

UTILITIES

- Neighbourhood Boundary
- Zoning Boundary
- Staging of Development Boundary

Approved

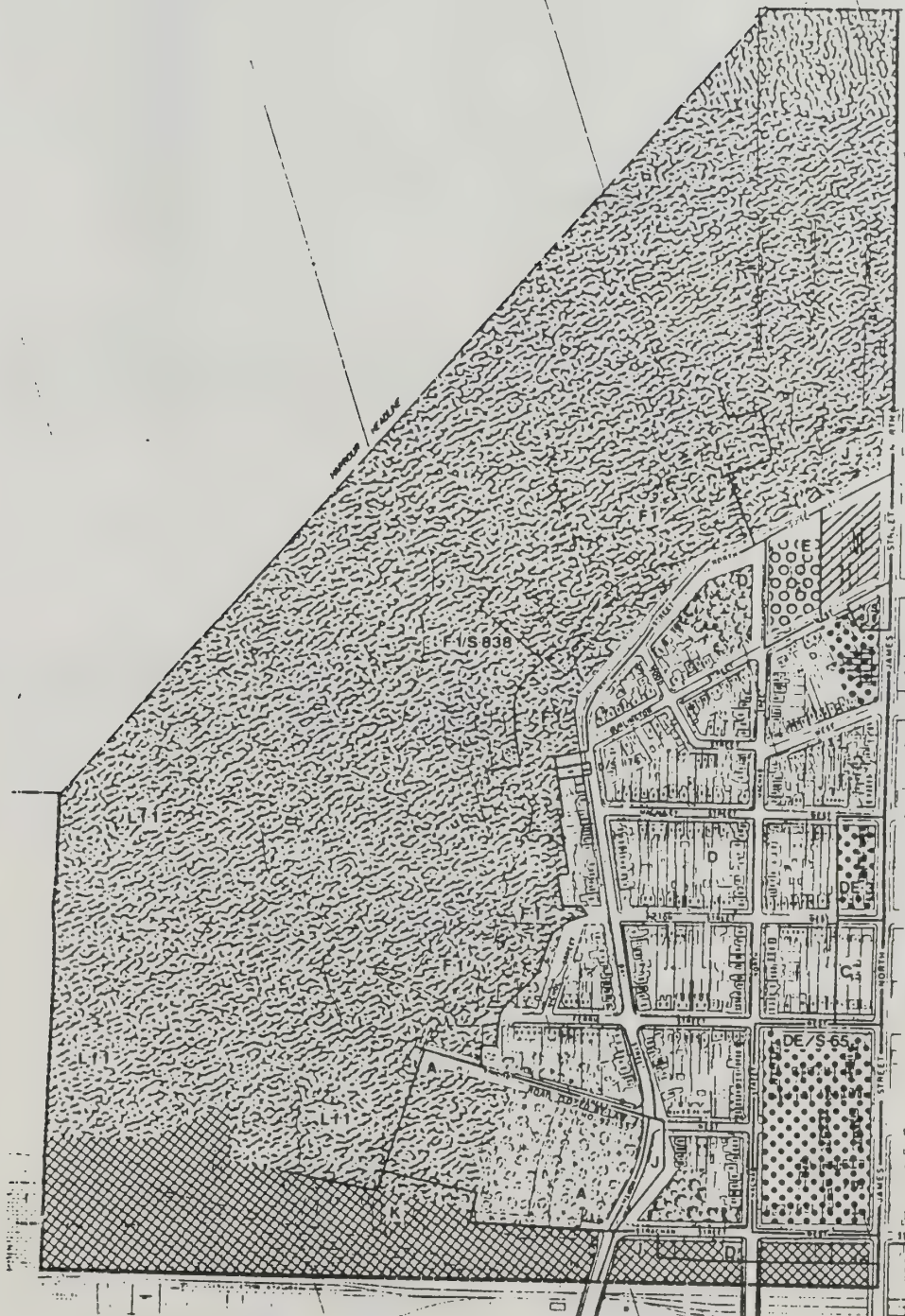
Planning Bd. MAY 12, 1978 Council JULY 27, 1978

Latest Amendment Date MAY 9, 1989

CITY OF HAMILTON
PLANNING DEPARTMENT

NORTH END EAST
APPROVED PLAN





NOTE: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.



THIS AREA TO BE DEALT WITH IN A FUTURE OFFICIAL PLAN AMENDMENT PENDING DETERMINATION OF JURISDICTION.

All Lands Within This Neighbourhood Is Subject To Site Plan Control By Law No. 90-285.

EXISTING POPULATION (1985) 1688

LAND USE

- RESIDENTIAL**
- single & double
 - attached housing
 - low density apartments
 - medium density apartments
 - high density apartments
 - commercial & apartments

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

--- Neighbourhood Boundary
— Zoning Boundary

Approved
Planning Committee MAY 12, 1978 Council JULY 27, 1978
Latest Revision Date AUGUST 11, 1978

CITY OF HAMILTON
PLANNING DEPARTMENT

**NORTH END WEST
APPROVED PLAN**

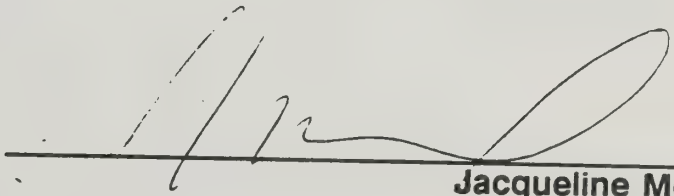


**NORTH END EAST AND WEST COMMUNITY
IMPROVEMENT PROJECT AREA**



DECLARATION

I Jacqueline McNeilly do hereby declare that a Public Information Meeting was held on 1992 November 04 to present the North End East and West Community Improvement Plan in accordance with Section 28 of the Planning Act.



Jacqueline McNeilly



7.

CITY COUNCIL
HAMILTON, CANADA

Alderman Terry Anderson

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES: (416) 383-8076 - Ward 7

October 16, 1992

RECEIVED

OCT 20 1992

Mr. Kevin Christenson
Secretary
Transport & Environment Committee

CITY CLERKS

Dear Mr. Christenson:

Attached please find copy of letter I have received from Mr. Brian Castle, Principal, Ridgemount Elementary school.

I would appreciate your placing this item on the agenda of the next Transport and Committee meeting.

Thank you for your co-operation.

Yours truly,

Terry Anderson

Terry Anderson
Alderman, Ward 7

TA:nb
Encl.

c.c. - Alderman Henry Merling
Chairman
Transport and Environment Committee

- Mr. M. Hazell
Manager of Community Traffic Services

October 13, 1992

Mr. Terry Anderson
Alderman, Ward 7

For the Transportation and Environment Committee

Children from Ridgemount Elementary School (KDG N to Gr.5), St. Michael's Separate School (KDG N to Gr.8) and Norwood Park School (KDG N to Gr. 8) cross Mohawk Road East each day at the corner of Mohawk and Terrace Dr..

The nature of this corner is:

- it is a T intersection
- Mohawk Rd. is 4 lanes at this point
- it is just east of Upper James, and Mohawk Rd has reduced from three to two lanes
- cars have just turned left out of Canadian Tire
- cars are turning right off Hayden St.
- cars are turning left off Mohawk Rd. to go to Norwood Park School

Added together, these factors make the crossing at this intersection dangerous even with a crossing guard. Within the past week, I have been informed of one minor collision, as well as one emergency stop while my children were crossing at 3:40 p.m. These are not the first times such incidents have been reported to me.

I am very concerned that a serious accident will take place at this location, and would like the opportunity to present the case to your committee with some suggested alternatives as well.

These alternatives would include:

1. Use of a second guard to ensure traffic in all four lanes is stopped
2. Installation of a flashing light
3. Making left turns off Mohawk Road illegal at this point
4. Moving the crosswalk one block east

I appreciate that safety, and traffic flow are your areas of expertise, and I look forward to the opportunity to present the case to you so that we may look to a safer situation for the children involved.

Sincerely,

Brian Castle
Brian Castle, Principal

VIEW THE NOTE

From: TARNOLD --COHAM
To: KCHRISTE--COHAM

Date and time 10/23/92 09:59:2

Subject: SCHOOL CROSSING GUARD - MOHAWK & TERRACE-REQUEST OF ALD. ANDERSON

IN REGARDS TO THE REQUEST OF ALD ANDERSON TO PUT THE ABOVE ITEM ON
THE NEXT T&E, WE ADVISE THAT WE CANNOT HAVE A PROPER ASSESSMENT DONE

BY THE NEXT MEETING AND REQUEST THAT THE ITEM BE DELAYED UNTIL THE
NEXT MEETING IN NOV. OBSERVATIONS AND SURVEYS MUST BE UNDERTAKEN IN ORDER TO
MAKE A PROPER RECOMMENDATION TO THE COMMITTEE.

.CCMHAEZELL

Yours Truly,

Ted Arnold (X2211), Userid TARNOLD

END OF NOTE

PF1 Alternate PFs PF2 File NOTE PF3 Keep PF4 Erase PF5
PF6 Reply PF7 Resend PF8 Print PF9 Help PF10 Next PF11

te
rn

8.

Called Fernand

Oct 29 ... 575-1535

Would call back prior

to Nov 30 meeting

- O.K. with Anderson re

Tables till Nov. 30.



8.

CITY COUNCIL
HAMILTON, CANADA

Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 - WARD 2

2 November 1992

RECEIVED

NOV 03 1992

Mr. Kevin Christenson, Secretary
Transport & Environment Committee

CITY CLERKS

Dear Mr. Christenson:

RE: 355 MACNAB STREET NORTH

Enclosed is a copy of correspondence that has transpired regarding the above mentioned property.

As you can see from this correspondence a garage has been built on what appears to be an alleyway which has been open to access for approximately 100 years.

This is causing a grave inconvenience to the residents who used to use this alley to access their property.

I am requesting that this matter be placed on the agenda of the Transport & Environment Committee on November 30 to try to resolve the situation once and for all.

Thank you for your cooperation in this important matter.

Sincerely,

Vince Agro
Vince Agro
Alderman, Ward 2

VJA:sn

Encl.

c.c. Alderman H. Merling, Chairman, Transport & Environment Committee
Mr. Len King, Building Commissioner
Mr. M. Main, Director of Traffic Services
Mr. Reg Meiers, Public Works Department
Ms. P. Noe Johnson, City Solicitor
Mr. J. Scarfone, P. O. Box 926, Depot 1, Hamilton, L8N 3P9
Petitioners

Lewis Brown Scarfone Hawkins

B A R R I S T E R S A N D S O L I C I T O R S

E. Wade Fernihough
Robert S. Brown
James A. Scarfone
Joseph G. Speranzini
Jeffrey C. Teal
Mark A. Murray

Donald B. Hawkins
Milton J. Lewis, Q.C.
James C. Brown, LL.M.
Michael J. Valente
David Thompson

STANDARD LIFE CENTRE
Suite 1050
120 King Street West
P.O. Box 926, Depot #1
Hamilton, Ontario
L8N 3P9

Telephone: (416) 523 1333
Facsimile: (416) 523 5878

October 22, 1992

City Council
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Attention: Alderman Vince Agro

Dear Sirs:

Re: 355 MacNab Street

I have been contacted by my client and he advises that he contacted your office and your office indicated that you were waiting for me to contact you in regard to having a meeting. I have received no notice, correspondence of any other indication that anybody wants me to meet. I am more than willing to meet but the bottom line is that the City will have to take action to have this building removed.

The alleyway, although not designated as a public alleyway, has been used exclusively by the City of Hamilton and by the citizens of this City for almost 100 years and whether or not it at one point belonged to the individual who has now built on it is irrelevant. The City is entitled to take adverse possession and it has. In addition, all of the individual citizens in the area have easily acquired a right-of-way over this property. The City should never have allowed this man to build. In fact, it had plenty of notice that it should not have allowed him to build. It had plenty of notice that he was even building beyond its prescribed limit.

My understanding is that all the neighbours are in favour of this building being removed and the alleyway opened up. If that results in the City having to compensate this gentleman, then that will be a decision of counsel.

Lewis Brown Scarfone Hawkins

October 22, 1992

Page 2

I look forward to your early reply and any arrangement for meeting would be most appreciated at the earliest possible time.

Yours very truly,

LEWIS, BROWN, SCARFONE, HAWKINS

Per:

JAMES A. SCARFONE

JAS:cah

SEP 9 1992

Lewis Brown Scarfone Hawkins

B A R R I S T E R S A N D S O L I C I T O R S

E. Wade Fernihough
Robert S. Brown
James A. Scarfone
Joseph G. Speranzini
Jeffrey C. Teal
Mark A. Murray

Donald B. Hawkins
Milton J. Lewis, Q.C.
James C. Brown, LL.M.
Michael J. Valente
David Thompson

STANDARD LIFE CENTRE
Suite 1050
120 King Street West
P.O. Box 926, Depot #1
Hamilton, Ontario
L8N 3P9

September 1, 1992

Telephone: (416) 523 1333
Facsimile: (416) 523 5878

City Council
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Attention: Alderman Vince Agro

Dear Sir:

Re: 355 MacNab Street

Further to my earlier representations in this matter, I now understand that you have attended at the site and you have confirmed with Mr. Ciruolo that in your opinion this building must come down. In order that you may assist us in making representations I include a copy of a petition. I am also forwarding this petition directly to the City Clerk's Office so that it will be a petition or record on the file. I also wish to confirm that our client's position is that not only that the garage encroaches on City owned property but that it encroaches on an open public alleyway that has been maintained and assumed by the City and that unless there is some provision whereby a Municipality cannot obtain adverse possession, it is our position that the City now owns the rear portion of the two lots in question even though it is not the registered owner per se.

I appreciate your interest on behalf of your constituents and I look forward to working with you to achieve these results. As you may know, I have sent copies of my letter to the City Solicitor in order to her to appreciate our legal position.

cont'd . . . Page 2

September 1, 1992

Page 2

Thank you for your consideration.

Yours very truly,

LEWIS, BROWN, SCARFONE, HAWKINS

Per:

JAMES A. SCARFONE

JAS:cah

Encl.

c.c.: Alderman Bill McCullough

P E T I T I O N

1. I, the undersigned, reside at the address under my name.
2. I am a resident or owner in the area of 355 McNab Street North property and as such I have knowledge of the fact that there has been a public alleyway used between Ferrie Street and Simcoe Street behind the properties on the west side of MacNab Street and in particular behind 355 and 357 MacNab Street North.
3. I am aware that the owner of 355 MacNab Street North is extending his property and building a grage which will obstruct what I always believed to be a public alleyway and I am strongly opposed to allowing him to do so. It was always my belief that this was a public alleyway or a right-of-way for the residents in this area.
4. I petition the City of Hamilton to take such steps as are necessary to prevent this alleyway from being blocked.

Joseph CIRIOLA 328 SIMCOE ST. W Joseph Ciriola
PAULINE CIRIOLA 325 SIMCOE ST. W. Pauline Ciriola
Sylvia Chappell 349 MacNab N. Sylvia Chappell
LINDA HOLDEN 38 SIMCOE ST. W Linda Holden
PHIL HOLDEN 38 " " Phil Holden
E. D. L. BIRD 42 SIMCOE ST. W E. D. L. Bird
Chuck Taylor 42 Simcoe St W. C. Taylor
MARGARET STANDEN 34 SIMCOE ST Margaret Standen
Debra Standen 34 Simcoe St W Debra Standen
CHARLES RIZZO 343 MACNAB Charles Rizzo
Frank Sobo 36 Simcoe West.
VICTORIA PARK HOMES INC. 351-353 MACNAB N
ROD HARRIS 345 MACNAB N

P E T I T I O N

Joe Popo 40 Simcoe W Joe Popo
Cheryl W. 347 MacMillan



THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

BUILDING DEPARTMENT

FAX - (416) 546-2764
GENERAL INQUIRIES - (416) 546-2720

Refer to File
Attention of
Telephone

Property
L.C. King
(416) 546-4655

AUG 12 1992

1992 August 6

Mrs. M. Standen
10 Crosthwaite South - Apt. 5
Hamilton, Ontario
L8K 2T8

RE: 355 MACNAB STREET NORTH -- BUILDING PERMIT #BZ 92-0347

Dear Madam:

This Department thanks you for your letter dated July 17, 1992 which included a Statutory Declaration regarding your property at 34 Simcoe Street West.

For your information, building construction in Ontario is regulated by the Building Code Act and regulations passed thereunder. The Act requires the City to issue building permits upon application and states as follows:

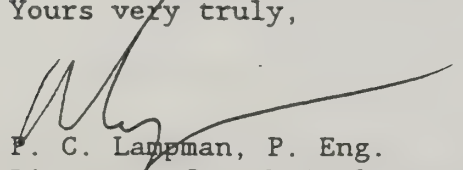
- "6.-(1) Permits. The chief official shall issue a permit except where,
- (a) the proposed building or the proposed construction or demolition will not comply with this Act or the building code or will contravene any other applicable law;"

As far as this Department is concerned there was no other "applicable law" which would prevent issuance of the building permit. Information submitted with the building permit application indicated that the proposed garage was entirely on lands owned by the applicant.

With respect to the matters in your declaration pertaining to compensation, the City considers this a civil matter between you and the owner of 355 MacNab Street North.

We trust this confirms this Department's position regarding this matter.

Yours very truly,


P. C. Lammman, P. Eng.
Director of Technical Services and
Deputy Building Commissioner

PCL/hmp

cc Alderman V. Agro
M. Main, Traffic Department
P. Noé Johnson, Law Department

Lewis Brown Scarfone Hawkins

B A R R I S T E R S A N D S O L I C I T O R S

E. Wade Fernihough
Robert S. Brown
James A. Scarfone
Joseph G. Speranzini
Jeffrey C. Teal
Mark A. Murray

Donald B. Hawkins
Milton J. Lewis, Q.C.
James C. Brown, LL.M.
Michael J. Valente
David Thompson

STANDARD LIFE CENTRE
Suite 1050
120 King Street West
P.O. Box 926, Depot #1
Hamilton, Ontario
L8N 3P9

July 29, 1992

Telephone: (416) 523 1333
Facsimile: (416) 523 5878

The Corporation of the
City of Hamilton
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

C O P Y
TO KEEP YOU ADVISED

Attention: Ms. Patricia Noe Johnson
City Solicitor

PLEASE FIND A LETTER REC'D ☐ BY
SENT ☒ BY

LEWIS, BROWN, SCARFONE, FERNIHOUGH, BROWN

Dear Sir:

Re: 355 MacNab Street

Enclosed herewith please find the Affidavit of Joseph Ciruolo and Pauline Ciruolo, my clients. You will by now have received a copy of an Affidavit of Margaret Melinda Standen. I reiterate my clients' position that this public alleyway, although not duly registered as such, has been an open right-of-way for the residents and for the City of Hamilton itself and has been fully maintained by the City for approximately 70 years. In those circumstances while the City may ignore the rights of the residents to continue to have access to this right-of-way, it is our position that the City is obligated to enforce its own right-of-way.

While I have not fully researched the issue of adverse possession or whether a Municipal Corporation can obtain adverse possession, it is our submission that the City, because of its open and exclusive use and maintenance of the alleyway, has obtained adverse possession. On behalf of my clients it is submitted that the City has an obligation to pursue and maintain those rights as against the private citizens in this case.

cont'd ... Page 2

Lewis Brown Scarfone Hawkins

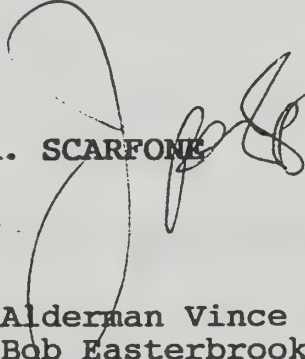
July 29, 1992
Page 2

I look forward to your response.

Yours very truly,

LEWIS, BROWN, SCARFONE, HAWKINS

Per:

JAMES A. SCARFONE 

JAS:cah
Encls.

c.c.: Alderman Vince Agro
Bob Easterbrook
Joseph Ciraolo
Pauline Ciraolo

A F F I D A V I T


I, PAULINE CIRAOLO, of the City of Hamilton, in the Regional Municipality of Hamilton-Wentworth, MAKE OATH AND SAY:

1. I reside at 32 Simcoe Street West and have done so all my life. I am presently 70 years of age and as far back as I can remember, the alleyway which is adjacent to my property and shown as Part 5 on the Reference Plan of this property all the way through to Part 4 which is adjacent to Ferrie Street has been an open public alleyway. Never in my 70 years can I ever recall the rear portion of 355 or 357 being blocked up. There has always been a clear right-of-way for persons in the neighbourhood to use that public alleyway. I require and request that this alleyway remain open and public as to close it off will make it difficult or impossible for me to get access to the rear of my yard and will also make it difficult or impossible for other persons who have adjacent properties to this public alleyway. Recently, the owner of Part 2 on Reference Plan 62R10355 who owns 355 MacNab Street North has extended his property and is building a structure on the rear portion which will completely obstruct the right-of-way.

2. This affidavit is made in support of an application to the court or in support of such proceedings as are necessary in order to prevent the owner of 355 MacNab Street North from blocking

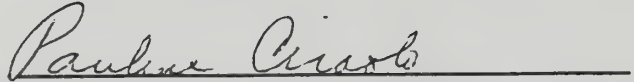
off the public right-of-way behind his property and for no other improper purpose.

Sworn before me at the City)
of Hamilton, in the Regional)
Municipality of Hamilton-)
Wentworth, this 10 day of)
JULY , 1992.)

)

A Commissioner for Taking)
Affidavits, etc.)

DARLENE SHIZUE MacDONALD, a Commissioner,
etc., Regional Municipality of Hamilton-Wentworth, for
Lewis, Brown, Scarfone, Hawkins, Barristers &
Solicitors.
Expires March 24, 1995.



A F F I D A V I T

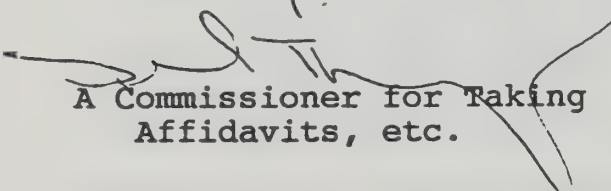
I, JOSEPH CIRAULO, of the City of Hamilton, in the Regional Municipality of Hamilton-Wentworth, MAKE OATH AND SAY:

3. I reside at 32 Simcoe Street West and have done so all my life. I am presently 61 years of age and as far back as I can remember, the alleyway which is adjacent to my property and shown as Part 5 on the Reference Plan of this property all the way through to Part 4 which is adjacent to Ferrie Street has been an open public alleyway. Never in my 70 years can I ever recall the rear portion of 355 or 357 being blocked up. There has always been a clear right-of-way for persons in the neighbourhood to use that public alleyway. I require and request that this alleyway remain open and public as to close it off will make it difficult or impossible for me to get access to the rear of my yard and will also make it difficult or impossible for other persons who have adjacent properties to this public alleyway. Recently, the owner of Part 2 on Reference Plan 62R10355 who owns 355 MacNab Street North has extended his property and is building a structure on the rear portion which will completely obstruct the right-of-way.

4. This affidavit is made in support of an application to the court or in support of such proceedings as are necessary in order to prevent the owner of 355 MacNab Street North from blocking

off the public right-of-way behind his property and for no other improper purpose.

Sworn before me at the City)
of Hamilton, in the Regional)
Municipality of Hamilton-)
Wentworth, this 20th day of)
July, 1992.)


A Commissioner for Taking)
Affidavits, etc.)

Jaeph Livado



CITY COUNCIL
HAMILTON, CANADA

Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 – WARD 2

29 July 1992

Mr. Jim Scarfone
Lewis Brown Scarfone Hawkins
P. O. Box 926, Station A
Hamilton, Ontario
L8N 3P9

Dear Mr. Scarfone:

RE: 355 MACNAB STREET NORTH, HAMILTON

Further to your letter of July 13, 1992, I wish to inform you that I have met with various Departmental Officials on this serious matter.

There appears to be a strong opinion that the Building Department had no choice but to issue the Building Permit.

I still believe this to be questionable since it was a right-of-way for over 70 years.

However that is their opinion and that is why they immediately issued the Building Permit.

I am particularly concerned about this issue because it more recently has happened at another location in my Ward.

I am also told by the Department Heads that there may be recourse for the residents if a serious inconvenience occurred.

Having said all this, if you wish to apply to the City to have the City property distributed proportionately to the residents, please submit the petition to me and I will have the matter placed on the agenda of the appropriate Committee.

Hopefully this information assists in your endeavour to help your client.

--cont'd--

-2-

If I can be of any further assistance to you in this matter, please do not hesitate to contact me.

Yours sincerely,

*Vince Agro
Alderman, Ward 2*

VJA:sn

*c.c. Mr. J. Ciruolo, 32 Simcoe St. W., Hamilton, L8L 1B9
Ms. D. Standen, 34 Simcoe St. W., Hamilton, L8L 1B9
Ms. S. Chapple, 349 MacNab St. N., Hamilton, L8L 1K8
Ms. E. Smith, Victoria Park Homes, 155 Queen St. N., Hamilton, L8R 2V7*



CITY COUNCIL
HAMILTON, CANADA

Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 – WARD 2

16 July 1992

Memo to: Mr. Len King, Building Commissioner
Mr. Murray Main, Director of Traffic Services
Mr. Reg Meiers, Public Works Department

From: Alderman Vince Agro, Ward 2

RE: 355 MACNAB STREET NORTH

Attached is a copy of a letter from Mr. James Scarfone with respect to the above mentioned property.

VJA:sn

Attch.

c.c. Mr. J. Scarfone, P. O. Box 926, Stn A., Hamilton, L8N 3P9
Ms. E. Smith, Victoria Park Homes, 155 Queen St. N., Hamilton, L8R 2V7
Ms. S. Chapple, 349 MacNab St. N., Hamilton, L8L 1K8
Ms. D. Standen, 34 Simcoe St. W., Hamilton, L8L 1B9
Mr. J. Ciruolo, 32 Simcoe St. W., Hamilton, L8L 1B9

JUL 16 1992

Lewis Brown Scarfone Hawkins

B A R R I S T E R S A N D S O L I C I T O R S

E. Wade Fernihough
Robert S. Brown
James A. Scarfone
Joseph G. Speranzini
J. Douglas Redfearn
David Thompson

Donald B. Hawkins
Milton J. Lewis, Q.C.
James C. Brown, LL.M.
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STANDARD LIFE CENTRE
Suite 1050
120 King Street West
P.O. Box 926 Station A
Hamilton, Ontario
L8N 3P9

Telephone: (416) 523 1333
Facsimile: (416) 523 5878

July 13, 1992

City Council
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Attention: Alderman Vince Agro

Dear Sir:

Re: 355 MacNab Street

I have in hand copies of letters forwarded by Murray Main together with a letter from L.C. King, Building Commissioner. It is apparent that City Officials are looking at this problem very narrowly. Mr. King feels that he can issue a building permit because it is not on City property. Mr. Main recommends no action because he believes it is City property. While we do not necessarily concede that the property over which this building is being erected belongs to the gentlemen in question, there is no question that for well over seventy years there has been a public right-of-way and in fact that public right-of-way has belonged not only to the local residents but to the City of Hamilton. The City of Hamilton has treated the alleyway as if it was owned by the City. It maintained the alleyway, it erected signs, it kept the alleyway clear, and it towed vehicles away from the alleyway. In fact, for all intense purposes, it treated this alleyway as if it belonged to the City of Hamilton.

Whether or not this building is being erected on City property or not is not the question. The issue at hand is in our submission, that the City of Hamilton has an obligation to enforce the rights of the citizens in the area and its own rights to the continued use of that alleyway as a public thoroughfare.

Further, it would seem that if the City wishes to take no action in protecting public access to this alleyway that it should turn over the balance of the alleyway to the various other citizens. If the City chooses not to enforce its rights to this public thoroughfare,

July 13, 1992
Page 2

then it must be consistent and relinquish the balance of the alley to the various residents on a pro rata equal basis. We are presently taking up a petition to indicate that the local residents are all in favour of this approach. I will take further instructions from my clients.

Yours very truly,

LEWIS, BROWN, SCARFONE, HAWKINS

Per:

JAMES A. SCARFONE

JAS:cah



THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

TRAFFIC DEPARTMENT

1992 July 24

Alderman Vince Agro
c/o Aldermen's Offices
City Hall

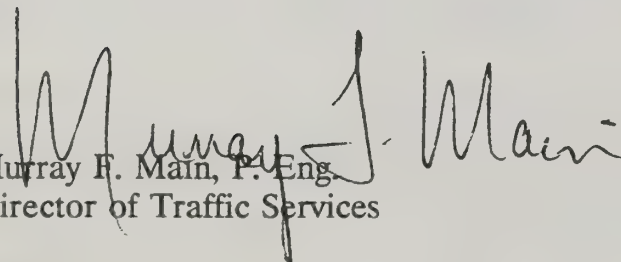
Re: 355 MacNab Street North
- Letter from Lewis Brown Scarfone Hawkins dated 1992 July 13

Dear Sir:

In response to your letter dated 1992 July 16 respecting the above-captioned matter, I would bring to your attention that our comments and position respecting the above-mentioned property seem to have been misinterpreted or misquoted by Mr. Scarfone. Mr. Scarfone states in the first paragraph of his letter that "Mr. Main recommends no action because he believes it is City property." On the contrary, I stated in my letter to you dated 1992 June 30 that "it is our understanding that the City has no jurisdiction in this matter since the garage is being constructed on private property."

The matter of determining whether or not the property is, indeed, owned by the City, or whether there has been a right-of-way established across the property by practice, is a legal question which is not within our purview.

Yours truly,


Murray F. Main, P. Eng.
Director of Traffic Services

MFM/jd

cc: Mr. Len King, Building Commissioner
Mr. Reg Meiers, Public Works Department
Mr. J. Scarfone, Barrister & Solicitor

COPY FROM ALDERMAN AGRO TO: Mr. Ciruolo
Ms. Standen
Ms. Chapple
Ms. Smith

JUL 20 1992

Mrs. Margaret Standen
10 Crosthwaite South,
Apartment 5
Hamilton, Ontario
L8K 2T8

July 17th, 1992

Attention: Mr. L.C. King P.Eng
The Corporation of the City of Hamilton
City Hall, Building Department
71 Main Street West
Hamilton, Ontario.
L8N 3T4

RE: 355 MacNab Street North, Building Permit #BZ 92-0347

Dear Sir,

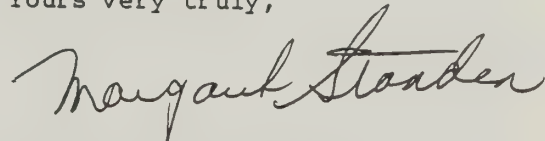
I am in receipt of your letter addressed to Alderman V. Agro dated July 2nd, 1992.

Your letter indicates that as the City did not lose any of their land a building permit was issued without the neighboring properties being advised of the proposed construction of this large building nor was there an on site inspection by the City to see if this building would interfere with the rights of the surrounding neighbors. We became aware only after the large building was already under construction, which most of the work was done on weekends beginning at 7:00 a.m. in the morning Saturdays and Sundays.

I feel as a taxpayer that I have the right and voice in any construction or rebuilding prior to the permit being granted for any type of construction being done in, around or near my property. I feel The City of Hamilton has the obligation of advising the property owners of the adjoining and surrounding lands to 355 MacNab Street North that a building permit is being applied for and full details of the proposed construction.

I am attaching my Statutory Declaration on how this two car garage and storage area has affected my rights and look to you for compensation for my loss of the Right-of-Way.

Yours very truly,



Margaret Melinda Standen

mms
✓ cc: Alderman V. Agro, Ward 2
Ms. P. Noe Johnson, City Solicitor
Mr. M.F. Main, P. Eng., Director of Traffic Services
Mr. Reg Meirs, Public Works Department
D. Lobo, Acting Director of Public Works
Mr. J. Scarfone, Barrister & Solicitor
Mr. J. Ciruolo
Ms. E. Smith
Ms. S. Chapple
Ms. D. Standen

CANADA)
Province of Ontario) IN THE MATTER OF the title to
) Part Lot 6, Block 17 on Plan
) 127, known municipally as:
) 34 Simcoe Street West, Hamilton
) and the 10 ft. Right of Way
To Wit:)

I, Margaret Melinda Standen

of the City of Hamilton in the
Regional Municipality of Hamilton-Wentworth

DO SOLEMNLY DECLARE, THAT

1. I am the owner of the above-noted property and as such have knowledge of the matters hereinafter deposed to.
2. Since November 30th, 1988 when I purchased the property I have enjoyed the use of the Right-of-Way into my back-yard. As I have been doing renovations and repairs to the home, it is a necessity to take delivery of materials and appliances through the back entrance.
3. In June of this year I had a delivery from Beaver Lumber - and the truck could not get to my back gate to off load the materials. It had to back into the alley and carry the merchandise in by hand.
4. In July this year, a delivery of a refrigeration had to come in by the front door and in order to get the refrigeration into the kitchen the inside doors had to be taken off their hinges and in one case the woodwork around the door. I am also expecting a delivery of a stove and dishwasher next week and will encounter the same difficulties.
5. The building (a double garage and storage space) that was constructed in the alleyway off MacNab Street has taken away my use of the Right-of-Way and is causing difficulties in several ways, namely:
 - (a) delivery and disposal of materials
 - (b) I fear that emergency vehicles such as fire trucks, ambulances, snow plows, city maintenance crews, etc. will no longer be able to get to the back of my house or my neighbors.
6. I feel that the City has taken away my Right-of-Way and therefore I should be compensated for my loss.

AND I make this solemn Declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of the Canada Evidence Act.

Declared before me)
)
at the City of Burlington)
)
in the Regional Municipality)
)
of Halton)
)
this 17th day of July 1992)

P. B. Eaterbrook
A Commissioner, etc.

Margaret Standen
Margaret Melinda Standen

JUL 8 1992



THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

BUILDING DEPARTMENT

FAX - (416) 546-2764
GENERAL INQUIRIES - (416) 546-2720

Refer to File

Attention of

Telephone

L. Paterson

546-2557

1992 July 2

Alderman V. Agro
Alderman, Ward 2
Aldermen's Office
City of Hamilton

Dear Alderman Agro:

Re: 355 MacNab Street North, Building Permit #BZ 92-0347

In response to your letter of June 25th, 1992 and to the attached letter that you have received from Lewis Brown Scarfone Hawkins, Barristers and Solicitors regarding the above captioned property, please be advised as follows:

I would advise that this Department in its issuance of permits, is controlled by The Ontario Building Code Act. Section 6(1)(a) of that Act says:

"The Chief Official shall issue a permit except where the proposed building or the proposed construction or demolition will not comply with this Act or The Building Code or will contravene any other applicable law."

The application for this specific building permit submitted to this Department met all the requirements of this Section of The Ontario Building Code Act and therefore, the building permit was issued.

After a thorough research of the files of this Department, there was no legal reason found whereby this permit could be denied.

Should this permit have been denied, the City would have been put at risk and subject to litigation.

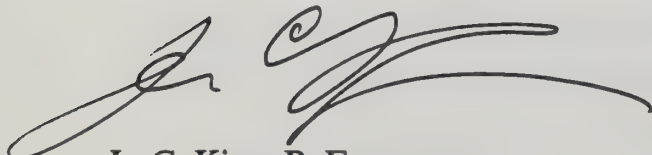
cont'd....

If these persons feel so aggrieved, there is provisions within the said Act, specifically Section 15(1) which allows for an appeal from the decision or order made by the Building Official appointed under the said Act, to a Judge of the County or District Court for a hearing.

This Department has acted in conformance with the requirements of the Provincial Statute, The Ontario Building Code Act.

I trust this will clarify the position of the Department on the issuance of this permit.

Yours very truly,



L. C. King, P. Eng.
Building Commissioner

/lp

c.c. Ms. P. Noé Johnson, City Solicitor
Mr. M. F. Main, P. Eng., Director of Traffic Services
Mr. Reg Meirs, Public Works Department

COPY FROM ALDERMAN AGRO TO: Mr. J. Scarfone
Mr. J. Ciruolo
Ms. E. Smith
Ms. S. Chapple
Ms. D. Standen

JUL 3 1992



THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

TRAFFIC DEPARTMENT

Your File: Mr. J. Scarfone
Mr. J. Ciruolo
Ms. E. Smith
Ms. S. Chapple
Ms. D. Standen

1992 June 30

Alderman Vince Agro
c/o Aldermen's Offices
City Hall

Re: 355 MacNab Street North

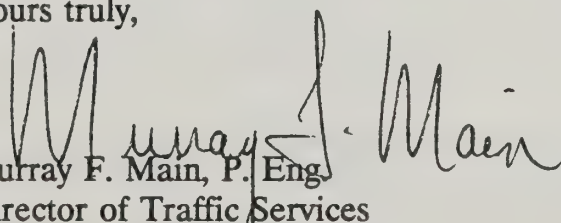
Dear Sir:

We refer to your memorandum dated 1992 June 10 and 12th, regarding a garage which is being constructed at the rear of 355 MacNab Street North. Staff have reviewed this matter and have the following comments:

It is our understanding that the City has no jurisdiction in this matter since the garage is being constructed on private property. However, there is the possibility that a right-of-way may have been established. Again, this is not the City's jurisdiction but rather a civil matter.

We trust these comments are of assistance and we recommend no action by this department.

Yours truly,


Murray F. Main, P. Eng.
Director of Traffic Services

CVB/MH/ca

COPY FROM ALDERMAN AGRO TO: Mr. Scarfone
Ms. Smith
Ms. Chapple
Ms. Standen
Mr. Ciruolo



CITY COUNCIL
HAMILTON, CANADA

Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 – WARD 2

25 June 1992

Memo to: Mr. Len King, Building Commissioner
Mr. Murray Main, Director of Traffic Services
Mr. Reg Meiers, Public Works Department

From: Alderman Vince Agro, Ward 2

RE: 355 MACNAB STREET NORTH

Attached is another letter from Mr. James Scarfone regarding the above mentioned property.

Once again I ask that you look into this matter and report back to me on what actions can be taken to resolve this serious problem.

Thank you for your cooperation.

VJA:sn

Attch.

c.c. Mr. J. Scarfone, P. O. Box 926, Stn A., Hamilton, L8N 3P9
Ms. E. Smith, Victoria Park Homes, 155 Queen St. N., Hamilton, L8R 2V7
Ms. S. Chapple, 349 MacNab St. N., Hamilton, L8L 1K8
Ms. D. Standen, 34 Simcoe St. W., Hamilton, L8L 1B9

Lewis Brown Scarfone Hawkins

B A R R I S T E R S A N D S O L I C I T O R S

E. Wade Fernihough
Robert S. Brown
James A. Scarfone
Joseph G. Speranzini
J. Douglas Redfearn
David Thompson

Donald B. Hawkins
Milton J. Lewis, Q.C.
James C. Brown, LL.M.
Michael J. Valente
Jeffrey C. Teal
Mark A. Murray

STANDARD LIFE CENTRE
Suite 1050
120 King Street West
P.O. Box 926 Station A
Hamilton, Ontario
L8N 3P9

Telephone: (416) 523 1333
Facsimile: (416) 523 5878

June 22, 1992

City Council
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Attention: Alderman Vince Agro and
Alderman Bill McCullough

Dear Sirs:

Re: 355 MacNab Street

Please be advised that I have now obtained a plan of survey in this matter which does indicate that the property over which the alley has existed was at one time the property of 355 and 357 MacNab Street North. However, the facts remain that this has been an open public alleyway for in excess of 70 years. In fact, if you look at the survey, the public alleyway in part 4 and 5 were opened in 1877 and 1892 respectively and has continued from Ferrie Street straight through to Simcoe Street for probably something like a hundred years. The City has an obligation to enforce this right-of-way as it has conducted itself in a manner that treats property as public property and the City has maintained this alleyway for years.

Please take the necessary steps before we are forced to bring this matter into litigation.

Yours very truly,

LEWIS, BROWN, SCARFONE, HAWKINS

Per:

JAMES A. SCARFONE

JAS:cah

c.c.: Mr. & Mrs. Ciraolo

JUL 3 1992

THE CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO: Alderman V. Agro, Ward Two

YOUR FILE:

FROM: D. Lobo,
Acting Director of Public Works

OUR FILE: 800-0623
PHONE: 546-4622

SUBJECT: 355 MacNab Street North
Your Letter Dated 1992 June 12

DATE: 1992 June 26

Further to the Building Department's letter dated 1992 June 16 concerning the above-noted matter, we wish to advise that the Region's Survey Department has confirmed on-site that the City lands are not being encroached upon by the garage being constructed at this location. We have attached a copy of the assessment map for this area which shows the location of the City lands and the alley leading from Simcoe Street West. It appears a travelled lane existed across the lands of 355 MacNab Street North for several years. Since our lands are not being affected by this garage construction, we recommend that no action be taken on behalf of the City with respect to this matter.

If you require any additional information please contact Reg Meiers, of this department, at 546-4297.

D. Lobo
RPM
RPM:bk
Attch.

COPY FROM ALDERMAN AGRO TO: Mr. Scarfone
Ms. Smith
Ms. Chapple
Ms. Standen
Mr. Ciraolo

11-20-2230	11-20-2260	20-2290	11-20-5010	11-20-5040	11-20-5010	11-20-4990	11-20-4980	11-20-4950	11-20-4920	11-20-4890
11-20-5130	20-5100	11-20-5070								

MACNAB

PICTON STREET WEST

11-30-1660	11-20-4350	11-20-4380	11-20-4410	11-20-4440	11-20-4470	11-20-1090
11-30-1690						11-20-1060
11-30-1720						11-20-1030
11-30-1750						11-20-1010
11-30-1780						11-20-1000
11-30-1810						11-20-0940
11-30-1840						11-20-0880
11-30-1870						11-20-0850
						11-20-0820
						11-20-0790

11-20-2320	11-20-4560	11-20-4580	11-20-4710	11-20-4740	11-20-4800	11-20-4804
20-2350	11-20-4590	11-20-4620				
	11-20-2380					
	11-20-2410					
	11-20-2440			11-20-4770		
	11-20-2470					
	11-20-2500					
	11-20-2530					
11-20-2560	11-10-8100	11-10-8070	11-10-8040	11-10-8010	11-10-7980	11-10-7978
11-20-2590						
11-20-2620						
11-20-2650						

FERRIE STREET WEST

11-30-1900	11-10-7680	11-10-7700	11-10-7740	11-10-7770	11-10-7800	11-20-0760
11-30-1930					7830	11-20-0730
11-30-1960					7860	11-20-0700
11-30-1990					7890	11-20-0670
11-30-2020					7920	11-20-0640
11-30-2050						11-20-0610
11-30-2080						11-20-0570
11-10-5570						11-20-0550
11-10-5540						11-20-0520
11-10-5510						11-20-0490
11-10-5480						11-20-0460
11-10-5450						11-20-0430
11-10-5420						11-20-0400
11-10-5390						11-20-0370
11-10-5360						11-20-0340

SIMCOE

STREET WEST

11-30-2110

11-30-2140

11-30-2170

11-30-2200

11-10-5270

11-20-0310

11-20-0280

11-20-0250

11-20-0220

11-20-0190

11-20-0160

11-20-0130

11-20-0100

11-20-0070

11-10-3340

CORP. OF CITY OF HAMILTON

HAMILTON

Public

alleyway

STRACHAN STREET WEST

11-10-3010- THE CORPORATION OF THE CITY OF HAMILTON

11-10-3130
CORP. OF CITY OF HAMILTON



JUN 23 1992

THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

BUILDING DEPARTMENT

FAX - (416) 546-2764
GENERAL INQUIRIES - (416) 546-2720

Refer to File
Attention of M. Melnick
Telephone 546-2003

June 16, 1992

Alderman Vince Agro
City Hall
2nd Floor
Alderman's Offices

Attention: Alderman Agro

Dear Sir:

RE: 355 MacNab Street North
Garage Permit

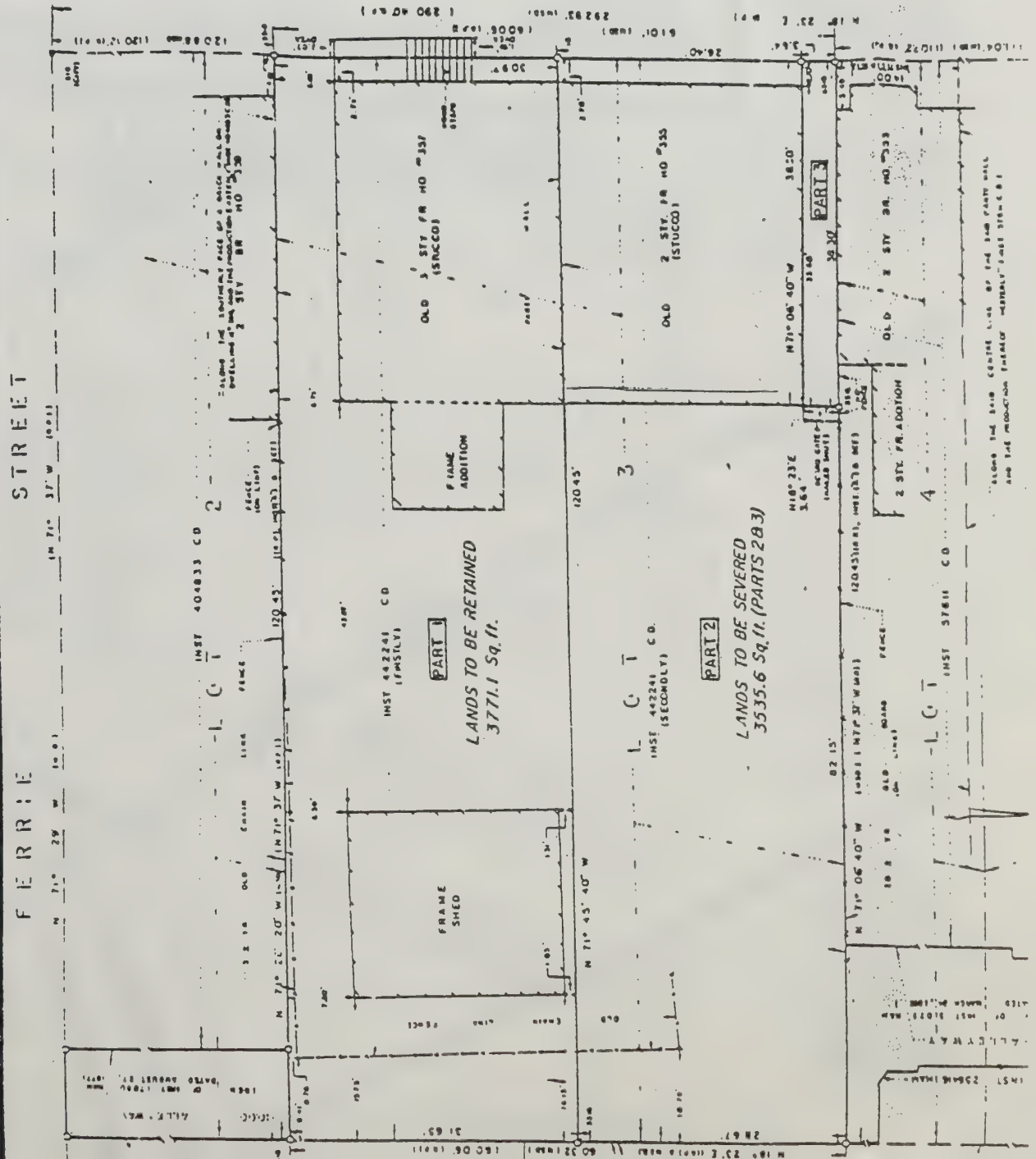
In reply to your letter of June 10, 1992, please be advised that the following are the course of events which preceded the letter that you received from Mr. James Scarfone. Included are documentation pertaining to these events.

- March 20, 1992 - Ron Tomblin came into this department to apply for a building permit to build a garage in the rear yard of 355 MacNab Street North.
- He was informed by Monica Melnick, Customer Service Representative, that the setback requirements for a private garage would be 0.6m (1.97') to the property lines.
- Mr. Tomblin produced a survey of his property, dated May 30, 1989, reference plan 62R-10355 indicating a 10' alley adjoining the south side of his property. The survey also indicates a 10' alley on the north side of 357 MacNab Street.
- The City of Hamilton neighbourhood maps were researched and they also indicated that the alley stops south of 355 MacNab Street. Furthermore the large parcel of land west of 355 MacNab Street is city owned property.
- The property file in this department contains a survey dated January 24, 1984 which indicates "travelled lane not mentioned" at the rear of the property.

A. T. McLAREN, OLS-1988

SCALE: N.T.S.

MAY 3 - SUBJECT TO A RIGHT OF WAY, AS SET OUT ON
 1651 44TH AVE. (S.E.)



394296 394
593595397
6260 5654 5048 14
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373
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28 22 20 18 16
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A-83-35
A-85-36

373 375 377 379 381 383 385 387 389 391 393 395 397 399 401 403 405 407 409 411 413 415 417 419 421 423 425 427 429 431 433 435 437 439 441 443 445 447 449 451 453 455 457 459 461 463 465 467 469 471 473 475 477 479 481 483 485 487 489 491 493 495 497 499 501 503 505 507 509 511 513 515 517 519 521 523 525 527 529 531 533 535 537 539 541 543 545 547 549 551 553 555 557 559 561 563 565 567 569 571 573 575 577 579 581 583 585 587 589 591 593 595 597 599 601 603 605 607 609 611 613 615 617 619 621 623 625 627 629 631 633 635 637 639 641 643 645 647 649 651 653 655 657 659 661 663 665 667 669 671 673 675 677 679 681 683 685 687 689 691 693 695 697 699 701 703 705 707 709 711 713 715 717 719 721 723 725 727 729 731 733 735 737 739 741 743 745 747 749 751 753 755 757 759 761 763 765 767 769 771 773 775 777 779 781 783 785 787 789 791 793 795 797 799 801 803 805 807 809 811 813 815 817 819 821 823 825 827 829 831 833 835 837 839 841 843 845 847 849 851 853 855 857 859 861 863 865 867 869 871 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5299 5301 5303 5305 5307 5309 5311 5313 5315 5317 5319 5321 5323 5325 5327 5329 5331 5333 5335 5337 5339



12 June 1992

*Memo to: Mr. Len King, Building Commissioner
Mr. Murray Main, Director of Traffic Services
Mr. Doug Lobo, Acting Director of Public Works*

From: Alderman Vince Agro, Ward 2

RE: 355 MACNAB STREET NORTH

Further to my memo of June 10, 1992, I would like an explanation as to why this project has not been stopped since as I pointed out it is going to cause a serious problem for the residents living on that block.

Again I ask you to thoroughly investigate and report to me as the citizens are deeply concerned.

VJA:sn

*c.c. Mr. J. Scarfone, P. O. Box 926, Stn. A., Hamilton, L8N 3P9
Mr. J. Ciruolo, 32 Simcoe St. W., Hamilton, L8L 1B9
Ms. E. Smith, Victoria Park Homes, 155 Queen St. N., Hamilton, L8R 2V7
Ms. S. Chapple, 349 MacNab St. N., Hamilton, L8L 1K8
Ms. D. Standen, 34 Simcoe St. W., Hamilton, L8L 1B9*



CITY COUNCIL
HAMILTON, CANADA

Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 - WARD 2

10 June 1992

Memo to: Mr. Len King, Building Commissioner
Mr. Murray Main, Director of Traffic Services
Mr. Doug Lobo, Acting Director of Public Works

From: Alderman Vince Agro, Ward 2

RE: 355 MACNAB STREET NORTH

Further to my memo of May 21 regarding the above noted address, I am enclosing correspondence which I received from Mr. James Scarfone which is self explanatory.

Could you please report to me on this important matter as I have received numerous calls from residents in the area.

Thank you in advance for your cooperation and I await your reply.

VJA:sn

Attch.

c.c. Mr. James Scarfone, P. O. Box 926, Stn. A., Hamilton, L8N 3P9
Mr. J. Ciruolo, 32 Simcoe St. W., Hamilton, L8L 1B9
Ms. Edna Smith, Property Manager, Victoria Park Community Homes,
155 Queen St. N., Hamilton, L8R 2V7
Ms. Sylvia Chapple, 349 MacNab St. N., Hamilton, L8L 1K8
Ms. Debbie Standen, 34 Simcoe St. W., Hamilton, L8L 1B9

Lewis Brown Scarfone Hawkins

B A R R I S T E R S A N D S O L I C I T O R S

E. Wade Fernihough
Robert S. Brown
James A. Scarfone
Joseph G. Speranzini
J. Douglas Redfearn
David Thompson

Donald B. Hawkins
Milton J. Lewis, Q.C.
James C. Brown, LL.M.
Michael J. Valente
Jeffrey C. Teal
Mark A. Murray

STANDARD LIFE CENTRE
Suite 1050
120 King Street West
P.O. Box 926 Station A
Hamilton, Ontario
L8N 3P9

Telephone: (416) 523 1333

Facsimile: (416) 523 5878

June 8, 1992

Alderman Vince Agro
City Hall
71 Main Street West
Box 2040
Hamilton Ontario
L8N 3T4

Alderman Bill McCulloch
City Hall
71 Main Street West
Box 2040
Hamilton Ontario
L8N 3T4

Dear Sirs:

Please be advised that we act for Pauline & Joseph Ciruolo who reside at 32 Simcoe Street West. As a result of the application of Mr. Ron Tomblin for building permit and the apparent issuing of such building permit and as a result of conversations with staff at the City of Hamilton we were advised that this matter is being treated as a private matter as between the parties.

Please be advised that it is my clients' position that the City is required to enforce the rights of all of the public and all of the neighbours in the area. The evidence is clear that the land in question has been a public alleyway for at least seventy years and that even if the property alleged to be owned by Mr. Tomblin was actually owned by his predecessor in title, that title has been, lost by the passage of time. Further even if that argument is not successful it is clear that a right-of-way exists for both the City of Hamilton and the residence in the area as it has been actively, openly and continually used for that period of time.

Please take this as notice to protect the interests of the members of the public in this area and in particular Pauline & Joseph Ciruolo and the neighbours adjacent to this public

Lewis Brown Scarfone Hawkins

Page 2
June 8, 1992

alleyway. I am taking the liberty of copying this to the Alderman of the Ward and would ask them by this copy to respond to me at the earliest possible time.

Yours very truly,
LEWIS BROWN SCARFONE HAWKINS

JAMES A. SCARFONE
JAS:tm

Lewis Brown Scarfone Hawkins

B A R R I S T E R S A N D S O L I C I T O R S

E. Wade Fernihough
Robert S. Brown
James A. Scarfone
Joseph G. Speranzini
J. Douglas Redfearn
David Thompson

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Michael J. Valente
Jeffrey C. Teal
Mark A. Murray

STANDARD LIFE CENTRE
Suite 1050
120 King Street West
P.O. Box 926 Station A
Hamilton, Ontario
L8N 3P9

Telephone: (416) 523 1333
Facsimile: (416) 523 5878

June 8, 1992

Mr. Ron Tomblin
152 Charlton Avenue East
Hamilton Ontario
L8N 1Y8

Dear Sir:

Please be advised that I act for Joseph & Pauline Ciraoilo who reside at 32 Simcoe Street West. I understand that you own 355 McNab Street North and have applied for a building permit to build a structure which would totally obstruct the public alley adjacent to our client's property and either would prevent or make more difficult access to the rear of their property and the property of others. I understand that you have had your property surveyed and that it is your position that the alleyway property over which you intend to build is owned by you.

My clients have instructed me to provide notice to you that if any structure is built on the alleyway that they will take such action as is warranted in the General Course to prevent you from doing so. This alleyway has been a publicly used alleyway for at least seventy years and it is the position of my clients that if at any time a portion of that alleyway was owned by predecessors on title that such title has been completely extinguished with the passage of time and that in any event there remains a subsisting right of way over the property. Please further take notice that should you ignore this correspondence and proceed to erect any structure that in anyway obstructs the alleyway, that our clients will request the City of Hamilton to enforce their rights and to require you to take down the structure and return the alleyway for public purposes.

Page 2
June 8, 1992

Please govern yourself accordingly.

Yours very truly,

LEWIS BROWN SCARFONE HAWKINS

JAMES A SCARFONE

JAS:tm

cc: Alderman Vince Agro
Alderman Bill McCulloch
Monica Melnick
Reg Muir



CITY COUNCIL
HAMILTON, CANADA

Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 - WARD 2

21 May 1992

Memo to: Mr. Len King, Building Commissioner
Mr. Murray Main, Director of Traffic Services
Mr. Doug Lobo, Acting Director of Public Works

From: Alderman Vince Agro, Ward 2

It has been brought to my attention that the owner of 355 MacNab Street North is building a garage to the rear of his property and has apparently moved the stakes in the alleyway and is therefore encroaching on City property.

Also this alleyway which runs from Simcoe to Ferrie has no parking and no dumping signs posted, however, there is a truck parked in the alley all the time and garbage is constantly being dumped there.

Another concern is that Bell Canada apparently moved some poles and had to move them again and never put the signs back up.

By way of this letter I am requesting each of your Departments to look into these matters and provide me with a complete status report of the situation.

Thank you in advance for your cooperation.

VJA:sn

b.c. Mr. Joe Ciruolo, 32 Simcoe St. W., Hamilton, L8L 1B9



CHIEF OF POLICE
OTTAWA, CANADA

Albany, New York

TO: NEW YORK POLICE DEPARTMENT - NEW YORK
FROM: CHIEF OF POLICE - OTTAWA

21 May 1952

Re: Mr. J. Edgar Hoover, Director of Federal Bureau of Investigation, U.S. Department of Justice, Washington, D.C.
Mr. J. Edgar Hoover, Director of Federal Bureau of Investigation, U.S. Department of Justice, Washington, D.C.
From: Albany, New York, May 21, 1952

It was brought to my attention that the owner of 255 West 125th Street is building a garage in the rear of his property and the garage is located in the alleyway and is therefore encroaching on the property.
Also this alleyway which runs from 125th Street to 126th Street and no driving signs posted, however, there is a truck parked in the alley all the time and garbage is constantly being dumped there. The owner of the property is not taking any action to remove the truck or the garbage.
Another person is that 255 West 125th Street is owned by a person who is not taking any action to remove the truck or the garbage.
By way of this letter I am requesting each of your departments to look into these matters and provide me with a complete status report of the situation.
Thank you in advance for your cooperation.

WJA:20

P.C. Mr. J. Edgar Hoover, 25 Bureau St., Washington, D.C. 20535



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